Report of the Committee
of the Bengal Chamber
of Commerce
Nov. 1870 to April 1873

00133017

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
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REPORT

OF

133017

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st November 1870 to 30th April 1871.

to April 187

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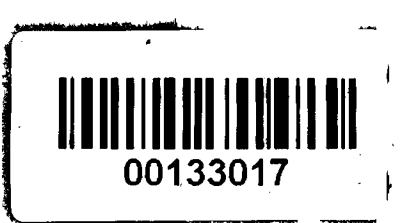
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Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce held on Wednesday the 31*st May* 1871.

The Hon'ble J. R. Bullen Smith, *President*, in the chair.

The Chairman commenced the proceedings of the Meeting with the following remarks :—

Gentlemen,—On behalf of the Committee, I have now the pleasure to present the usual report for the half-year ending 30th April, which has already been some days in your hands, and may, I presume, be taken as read. In moving its adoption, I shall endeavour to be brief, as, in addition to the ordinary business of our general meeting, I have to-day two or three other matters of importance to bring forward, which will probably elicit some discussion.

The report of your Committee opens with the customary notice of the *Annual Financial Statement* of the Government of India delivered in March last, and the measures resulting therefrom, prominent among which is

the reduction of the income-tax to one per cent. for the current financial year. So much has been said and written upon this subject during the last few months, that, even if I had the time, I could not venture to dwell upon it. I would merely say that, with the concession as to limit of duration, I have always been content to accept the reduction to the rate at which the impost now stands as all that could reasonably be expected of Government for the current year, leaving its future retention, or the reverse, to be regulated by circumstances when the time arrives. While there is much to be said against an income-tax in this country, it is undeniable that there are also some arguments which may be fairly used in favour of a moderate one, such as is now being levied; and if Government can show that the statements as to hardship and oppression in the collection of the tax are as exaggerated as they assert, if they can show that those whom this taxation is never intended to touch do really escape unscathed in any form, then I am ready to admit that there are other burdens having a prior claim to removal than a light income-tax. Government has pledged itself to special enquiry on this head, and the result will doubtless be made known before the renewal

of the income-tax is asked at the hands of the Legislative Council.

You will observe from the report that our correspondence with the Financial Department as to the bearing of the new Act, or rather one of the rules made under it, is still incomplete. I never could understand why the simple method of collecting *income-tax on the interest on Government Securities*, adopted by the late Mr. Wilson, viz., by deduction at time of payment, was abandoned. This Chamber has always been against the change, but grave and weighty reasons were said to render it desirable. This being so, the public were warranted in considering the practice settled in this respect, and have, I think, fair reason to complain when this practice is abandoned, and the old system reverted to, with a notice of only 13 days.

You will observe that in the budget estimate of the current year the *export duty on grain* is still retained—a course which, with reference to the letter from the Government of India to this Chamber, dated 7th January 1870, in which it is admitted that such a duty "is justifiable only

upon grounds of the most stringent financial necessity," and to the improved condition of our resources, has proved matter of much disappointment to all engaged in the rice-trade of British India. From the cursory notice made of this matter in the budget statement, as well as from remarks made in the course of discussion, I am afraid our Finance Minister scarcely views this rice-duty from the same point as ourselves. He seems content, so long as his aggregate monies receivable under it show no falling-off, to be regardless altogether of the quarter to which the export has been made ; while we see in an exceptionally large export for one or two years to Europe no real substitute for the decline in our trade to nearer markets, which were formerly almost entirely dependent on British India for their supply of rice. As showing how little the real position of this question is understood in some quarters, it is worthy of notice that a writer in a recent number of the *Saturday Review* evidently goes on the assumption that Government retains this duty in order to check the export of grain from a country frequently subject to famine. One would like to ask this writer what would be the position of British Burmah without its rice-export trade ! Unsatis-

factory, however, as Sir Richard Temple's views on the subject of these grain-duties appear, there was evidence, I think, in the course of the Council's debate on the budget statement, that by other members of the Government the matter is viewed more seriously, and that when Government are in a position to remit any burden, these thoroughly unsound duties, and the perhaps still greater evil of our inland customs line, will have special attention. In connection with these and kindred subjects, Colonel Strachey made a speech in the Legislative Council which I would like to think had been read by every member of this Chamber, and which, to my mind, deserves the thanks of every one engaged in the trade of British India. I have seen it said that this speech was a mere feint to draw away attention from the income-tax ; but from what I have known previously of the sentiments of the speaker, I think this inference alike unfair and incorrect. I believe that speech to have been the parting expression of opinions long held and well matured; but let its motive have been what it may, it is, I consider, nothing but matter of satisfaction to find among the records of the Legislative Council a declaration of such sound free-trade principles on the part of an

officer of well-known ability, whose experience of India is not that of yesterday.

Since I have alluded to the subject of the *inland customs line*, I may remark that during the past half-year several members of the Chamber, engaged in the import trade, have had complaints made to them by native dealers that at certain stations of the North-West and the Punjab the octroi duties granted to Municipalities are being worked in such a way as to have all the effect of a transit duty, which we know was never the intention of Government. Of course, the Committee could not take any action on the strength of mere vague reports; but having lately heard on unquestionable authority that at the important city of Umritsur the octroi is really a transit duty, pure and simple, the Committee contemplate an early representation to Government on the subject.

I hope the action of the Committee in the various *postal* matters referred to in this report will commend itself to members; and that the proposal as to the *examination of piece-goods at the Custom-house*, which is now, I understand, under the consideration of the Board of Revenue, may

be deemed suitable for the object in view. The correspondence of the Committee with the Government of Bengal and the Chairman of the Justices as to *storage of jute* has, I hope, had your attention, and I am quite prepared to hear considerable difference of opinion as to the details of the remedy proposed for what is undeniably a great and growing evil. I need scarcely say how unwilling the Committee are at all times to give their support to any measure which threatens interference with or hardship to the business of any member of the Chamber. I fear a certain amount of inconvenience must accompany the carrying out of the municipal propositions, but the Committee have had to look at this matter as a whole ; and the more the present reckless system of storing loose jute is considered, the more dangerous does it appear, the more pressing the necessity for immediate remedial measures.

On the subject of the *Bombay Cotton Frauds Act* I have nothing to add to what is given in the report, beyond congratulating the members generally that we do not now find ourselves in the false position we would undoubtedly have occupied had we yielded last year to the representations made by some of our members, and

applied to Government to introduce for the regulation of the cotton trade on this side of India an Act analogous to that which is now admitted in Bombay to have "failed in the object it was expected to serve," which was passed there in a time of "much excitement, and in a very exceptional state of affairs as regards the cotton trade."

It is also matter of congratulation that communication between Calcutta and Howrah, other than that by steamer or boat, is at length apparently somewhat near realization by means of a *floating-bridge*, although, in common with those of our members who occupy seats in the local Council, I have difficulty in understanding the principle on which a terminal charge is to be added to the railway rate for all goods brought to Howrah whether they cross the bridge or not, including the large quantities destined for the shipping, which are shipped from Howrah direct, and never brought or intended to be brought to the Calcutta side. Apparently all that can be said for this arrangement is, that without it the Government of India is not convinced of the prospective paying powers of the bridge, although I am inclined to think a toll on the actual traffic

over the bridge, and on that only, would yield ample revenue. However there is the condition to be made the best of; and as the Bill passed the Council last Saturday, it is to be hoped the work will be put in hand at once.

You will find a most interesting memorandum on the *probable effects of the opening of the Suez Canal on a direct trade with Russia* which the Committee have embodied in their report, because it contains some statistics on certain articles of Calcutta export which may be useful for reference. As to the Canal itself, the extent to which it is being availed of is best shown by the fact that out of 202 million yards of plain cottons and 4½ million lbs. of yarn shipped to Calcutta from 1st January to 30th April in this year, 183 million of yards and 3½ million lbs. respectively came *viâ* Egypt, *i. e.*, 81 per cent. of the cottons and 75 per cent. of the yarn, while in fine goods of every description the proportion is probably much greater. To Bombay the shipments *viâ* Suez have during the above period shown even more strikingly, being 96 per cent. of the whole in plain cottons, and in yarns about the same proportion as to Calcutta. There appeared some months ago in

report by the Board of Revenue what seemed to most of us rather too doleful a prospective view of the Calcutta trade, as regards the injurious effect of the Suez Canal thereon, to the promotion of Bombay. So far, however, figures do not bear out such a view, as, taking the two leading staples alluded to higher up, I find that in 1870 Calcutta imported in all of plain cottons 617 millions of yards, and of yarn close upon 17 millions of lbs., while Bombay received during the same period only 233 million yards of the former and 10 million lbs. of the latter article. For the first four months of this year the figures are—to Calcutta 202 million yards plain cottons and $4\frac{1}{2}$ million lbs. yarn against to Bombay 63 million yards and $1\frac{3}{4}$ million lbs. respectively. Doubtless it would have been better for Calcutta importers had their supplies of late been less, but in the matter of price I find that even in the face of these enormous shipments the Calcutta market has generally been the better of the two. I do not, I need scarcely say, give the foregoing figures in any vain spirit of boasting or needless comparison, but the Board's report to which I have referred seemed to me to take an altogether exaggerated and even a misleading view of what were likely to

be the early effects of the opening of the Suez Canal on the trade of this port. By the kindness of the Board of Agency of the East Indian Railway, the Chamber is now furnished with weekly returns of piece-goods and twist forwarded from this, and also from time to time with a memo. of the quantities from Bombay which go past Jubbulpôre on to Allahabad. This latter return affords the real test of the extent to which Bombay is now supplying markets in the North-West, hitherto supplied from Calcutta; and so far it is quite inappreciable. Nor is this surprising, for while steam-freight through the canal to Calcutta is little, if at all, dearer than to Bombay, goods destined for Allahabad or higher markets have to pay on but 550 miles of railway from Calcutta against over 800 miles from Bombay to the same destination. Bye and bye, when Bombay has direct communication by railway through Rajpootana, the most northerly of the Upper Provinces and the Punjab will doubtless draw their goods from the Western Presidency; but by that time I trust we shall see much increased consumption in the provinces which naturally look solely to Calcutta for their supply, and such development of the eastern districts as will more than supply the vacuum and enable our trade still to hold up its head.

The *working of the telegraph with England* has been, on the whole, very satisfactory throughout the past half-year, both by the Indo-European and the Red Sea lines. Never before, I believe, have telegrams been conveyed with such continuous celerity and correctness; and there has lately been a material addition to our telegraphic communication in the opening of the line from Madras to Singapore. At the present moment another link is in process of being filled up by the laying down of the cable between Singapore and Hong-Kong, so that in a few days England will be in direct communication with the most distant of her Eastern possessions.

Some time ago your Committee had a communication from Ceylon as to the *opening up of the Paumben Channel;* but, as it appeared to contemplate an appeal to the Government of India for the necessary funds, the Committee felt that they could not, in the existing financial circumstances of this country, address the Viceroy with the least chance of success. More recently, however, the matter seems to have been taken up at home on broader grounds; by the last accounts the necessary surveys have been ordered, and if the estimates put forward are at all correct, there seems reason to think the work will be

carried out. To sailing ships bound up the Bay of Bengal the passage will be attended with little advantage, but to every steamer coming from Suez to Madras, Calcutta, or the Ports of British Burmah, the proposed new route will involve a saving of at least 350 miles, or, say, on the passage out and home, of nearly three days' time, and a corresponding economy of fuel, so that steamers will be well able to afford such moderate rate of toll as will return interest on the cost of the work, and gradually extinguish it.

In the matter of the *Paper Currency*, we have to notice during the past six months the adoption of a five-rupee note, and of various measures for the encashment of notes at different treasuries, which cannot fail to prove of great advantage to the public. The Head Commissioner of currency has again asked the members of the Chamber to furnish him with a memo of the medium through which their transactions were carried out for the month of May, *i. e.*, how much in cash, how much in bills and cheques of sorts, and how much in currency notes ; and I trust many members have responded to the invitation, so that we may have some trustworthy data upon which to judge how far

the use of the paper currency of the Government of India is increasing in this city.

I do not think, gentlemen, there is anything else in our report requiring special notice; but I am sure you will all agree with the Committee in their regret at the departure from amongst us of Mr. Eldridge, who for seven years consecutively has been on the executive of the Chamber. We in the Committee who have been his colleagues miss him much at our weekly meetings, and I am sure the members can never elect to serve on the Committee one who will take more interest in the prosperity of the Chamber, or be more willing to do personally all in his power to promote its interests.

The following Resolutions were then put to the meeting and adopted unanimously.

1ST.—Proposed by the Chairman,
Seconded by Mr. B. D. Colvin.

That the Report of the Committee of the Bengal Chamber of Commerce for the half-year ended 30th April 1871 *be received and adopted.*

2ND.—Proposed by the Chairman,
Seconded by Mr. H. Dundas,

That the Committee's conditional election of Messrs. Finlay, Muir and Co., Messrs. Wills, Edmands and Co., and Mr. Thomas Longmuir, Manager of the Delhi and London Bank, Limited, as Members of the Bengal Chamber of Commerce, be confirmed.

3RD.—Proposed by the Chairman,
Seconded by Mr. H. H. Sutherland,

That Mr. Henry S. Cox be elected a Member of the Bengal Chamber of Commerce.

4TH.—Proposed by Mr. James Murdoch,
Seconded by Mr. S. E. Micrulachi,

That the cordial thanks of the Chamber of Commerce be given to the Committee for their services during the past half-year.

The Chairman informed the meeting that the next purpose for which they had assembled was to elect a Committee for the current year: the voting cards had been duly issued, and in order to avoid the delay which took place on the last occasion by waiting till the cards had been examined two members had been requested to prepare, half an hour before the meeting, an abstract of the votes so as to announce the election promptly; and he now called upon the scrutineers to report the result: whereupon Mr. Murdoch declared the following members as elected to serve on the next annual Committee:—

The Hon'ble J. R. BULLEN SMITH, *President*,
D. H. MACFARLANE, ESQ., *Vice-President*,
GEORGE WHITNEY, ESQ.,
THOMAS A. APCAR, ESQ.,
H. DUNDAS, ESQ.,
E. C. MORGAN, ESQ., and
J. MORISON, ESQ., } *Members.*

The Chairman, having thanked the meeting for the honor of being re-elected President of the Chamber, then drew attention to the many new and objectionable clauses introduced into the bills of lading of steamers sailing hence *viâ* the Suez Canal to London and other ports. He remarked that these clauses had been much complained of by recipients of cargo at home, and with the view of eliciting an expression of opinion from members generally on the subject, he proposed the following resolution :—

Resolved that in the opinion of this meeting the bills of lading in use by some lines of steamers trading via the Suez Canal between England and British Indian Ports contain clauses prejudicial to the interests of shippers and insurers of cargo; that the power to make any deviation from a customary voyage, to call at places out of the customary route, and in any order convenient to the vessel,—the effecting transhipments,—the exemption from damage by smell of objectionable cargo,—and the payment of freight

before right delivery of cargo, are provisions incompatible with the security of shippers and insurers of cargo, and form an unjustifiable innovation in the long-established custom which governs the conditions of bills of lading.

Further resolved, that in the opinion of this meeting shippers from this port should, in as far as possible, give the preference to steamers, the agents and owners of which do not insert in their bills of lading the objectionable clauses alluded to.

The resolution was seconded by Mr. H. H. Sutherland, and carried unanimously.

The Chairman then addressed the meeting on the subject of the measurement of cotton, which appears to be in a very unsatisfactory state at present, and also as to the excessive size of the up-country screwed bales which now arrive in such large quantities, and are shipped direct from Howrah to the vessel for which they are intended; the Committee had not at present any definite resolution to propose on this subject, but as it was one which they would soon be compelled to take up in some form or other, he solicited the views of members for their better guidance. From communications received by the Committee it was evident some members thought a general revision of the tonnage

schedule necessary; others would like to have all cotton measured alongside instead of at the wharf, so as to protect the ship from the great increase of size which in the case of the bulk of up-country screwed bales undoubtedly arises between the wharf and the ship, making the ton often 60 to 65 feet, instead of 52 feet. The system of having a public measurer, with a sufficient and competent staff of assistants, such as has lately been in force with success in Bombay, at a cost of half an anna per bale, found also favor with many; and the Chairman invited members to consider these various suggestions, and communicate freely with the Committee respecting them.

The Chairman then gave notice, in the following terms, of a Special General Meeting to be held on 30th August next, to consider a proposed change in the existing mode of filling up vacancies in the Committee, occurring between the ordinary half-yearly meetings.

In accordance with Rule 23 *notice is hereby given that a Special General Meeting of the Chamber will be held on Wednesday the* 30*th August, at noon, when the following Resolution will be proposed in alteration of the concluding paragraph of Rule* 8 :—

"*And all vacancies created by the absence of the President, Vice-President, or any of the members of the Committee, from the Presidency for three months, or by departure for Europe, or by death, shall be forthwith filled up by selection by the Committee, subject to approval at first ordinary general meeting thereafter.*"

On this point Mr. Murdoch briefly addressed the meeting and submitted—

"*That in the event of vacancies in either offices of President, Vice-President, or Committee, the Committee, having first ascertained the willingness of a member or members to serve, submit the name or names for election to the general body of the Chamber.*"

The proceedings terminated after a vote of thanks to the Chair.

H. W. I. WOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR ENDED 30TH APRIL 1871.

The Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

Budget for 1871-72.

Upon the 9th March last Sir Richard Temple submitted to the Legislative Council of the Governor-General the usual Annual Financial Statement, from which it appeared that the result of the year 1870-71 had proved much more favorable than was at one time anticipated, the almost nominal surplus estimated for at the beginning of that year having given place to a substantial excess of income over expenditure of nearly one million sterling, while the prospective statement for the year 1871-72 exhibited a probable surplus of £93,400 over all ordinary expenditure.

Limited although this surplus may seem, it is still matter of much satisfaction to the Committee to find it existing after the material modification of the excessive Income Tax of $3\frac{1}{8}$ per cent. levied in the previous year, on the subject of which, it will be in the recollection of Members, the Committee had a somewhat lengthy, but unfortunately as regards practical result, unsuccessful correspondence with the Financial Department. This tax is now leviable at one per cent. and was originally brought forward by Government without any limit of duration, but upon the motion of an esteemed Member of this Chamber, the Hon'ble Mr. Cowie, supported by a strong feeling on the part of the public, this position was abandoned, and the bill was passed for one year only. This measure further embraced another very important modification on its predecessor, *viz.*, the exemption of all incomes up to Rs. 750 per annum, a change which had the warm approval of your Committee, believing as they do that it will tend largely to diminish the hardship and oppression which appear inevitably incidental to the working of any income tax in this country.

In the Budget for the current year the export duties on grain are still retained, and although the importance of this subject seems barely recog-

nized in the exposition accompanying the Budget figures, the Committee are encouraged to hope, by remarks which fell from various members of the Government in the course of discussion, that it is receiving in some quarters the attention it merits, and that their representations regarding it have not been altogether fruitless.

The Committee observed with much regret that while the Government had been able to carry on the service of the current year without raising any loans, the Secretary of State for India had borrowed in England to the extent of $3\frac{1}{2}$ millions sterling, for which no satisfactory reason is assigned in the financial exposition; the Committee deprecate the system under which such large additions can be made to the public debt of India, without, as far as they can ascertain, the direct sanction and requisition of the Governor General in Council, and would express the hope that this subject will be fully enquired into by the Parliamentary Committee now sitting.

Income Tax on Interest on Govt. Securities.

It will be in the recollection of Members of the Chamber that upon 17th March last, Sir Richard Temple, when introducing the Income

Tax Bill now in force, announced a return on the part of Government to the mode originally adopted by the late Mr. Wilson for collecting the tax in respect of interest on Government securities, *viz.*, by deduction at time of payment. The reversion to this system was viewed with satisfaction by the Committee, as this Chamber has always considered its abandonment to have been a mistake, inasmuch as Government thereby gave up a sure means of collecting what was fairly due on portions at least of certain large incomes, the correct assessment of which otherwise was matter of extreme difficulty. It seemed, however, to the Committee that in returning to the old system of deduction at time of payment, without any previous notice that such a step was in contemplation, Government imposed an undue burden on holders of certain stocks, of which the dividends for the most part accruing during the financial year 1870-71, did not actually fall due till 1871-72. They accordingly communicated with the Financial Department on the 18th April, and having received a reply which, although laying down principles to which theoretically no objection can be taken, did not seem to meet the case specially complained of, the Committee again addressed the Financial Secretary upon the 9th May, to which latter communication no reply has yet been received.

The correspondence, so far as it has gone, is submitted herewith for the information of Members, who will observe that in the opinion of the Committee the whole difficulty has arisen from the absence of the due and proper notice by which a change in executive procedure, affecting the relative position of holders of Government securities, ought undoubtedly to have been preceded.

From Chamber of Commerce to Government of India, Financial Department.

Calcutta, 18th April 1871.

In the exercise of the power conferred by the last—47th—Section of the Indian Income Tax Act of 1871 the Governor General in Council has prepared and published certain rules for the guidance of officers in matters connected with the enforcement of the Act; and it is with reference to the practical working of one of them, No. 12, that the Committee of the Chamber of Commerce desire me to address you.

Clause XV Part IV. of the Act runs thus:—"A yearly duty of 2 pies for every rupee shall be levied upon all interest on Securities of the Government of India becoming due on or after the first day of April 1871."

And the 12th Rule—which may be regarded both as an order and as an illustration of the above quoted

clause—is thus worded. "This Part (IV) is new. Instalments of interest which may have fallen due before April 1 are not liable to taxation, notwithstanding that they may be actually disbursed after that date. On the other hand, interest which becomes due on or after April 1 is liable even though it may have commenced to accrue before April 1."

The points which the Committee desire to submit for the consideration of His Excellency in Council are these:—

Clause 1 of the Act declares that the Act shall come into force on the first day of April; and the 47th clause empowers the Governor General in Council to make rules for the enforcement of the Act *consistent therewith*: and the questions arise whether the 12th rule is so consistent and agreeable to the Act, and whether the levy of income tax with retrospective effect required by that rule is sanctioned by the opening declaration that the Act shall be in force on the 1st April and not earlier.

Whatever the legal bearing of these questions may be the result of the law is undoubtedly one of extreme hardship to holders of Government Securities, who, having already been assessed and may have paid, or are liable to pay, Income Tax at $3\frac{1}{8}$ per cent. up to the 31st March last, will now be subject to an additional $1_{\frac{1}{4}}$ per cent. on such part of their income arising from the identical interest on Government Securities which may have accrued before, but is not due until after, 1st April. For

instance, the next instalment of 6 months' interest on the 4 per cent. loan of 1865 will fall due on the 1st May, and those who invested in that security say on 31st March will be compelled to pay tax for 6 months on an income, or portion of income, which they have actually possessed only 1 month and a day. Similarly a holder of said Securities during the whole of the half year, who has already returned the interest thereon to 31st March as a portion of his income for the year ending on that day and paid thereon at the rate of $3\frac{1}{3}$ per cent. per annum, will again, under the operation of the rule in question, have to pay $1\frac{1}{24}$ per cent. upon the portion of his income arising from these Securities, not merely for the month of April, but for the five preceding months also, on which tax has already been paid at the higher rate.

The Committee do not withdraw from the position which they took up last year with regard to the assessment of interest on Government Securities for Income Tax, and upon which they communicated their views under date the 10th June 1870, while discussing the Resolution of the Government of India relative to the conditional enfacement of Securities transferred to the Register in London; they adhere to the opinion then expressed that the measure would enable Government to levy the tax with accuracy on at least a portion of the income of some of the richer classes of this country whose proper assessment is a matter of notorious difficulty.

But while they assent to the expediency of thus levy-

ing the tax on such sources of income they beg respectfully to record their inability to advocate the assessment as provided for by the rule under consideration, and to apply for its amendment to the extent of exempting from the operation of the Act all interest accrued to 31st March last.

From Government of India to the Chamber.

Simla, the 27th April 1871.

I am directed by the Governor General in Council to acknowledge your letter dated the 18th instant, in which the Chamber of Commerce take exception to the 12th Rule made by the Governor General in Council under section 47 of the Indian Income Tax Act, on the ground that it will lead in some cases to the levy of Income Tax under the Acts of 1870 and 1871, (*i. e.*, for two years) on the same interest on Government Securities.

2. I need hardly assure the Chamber that the Government of India would greatly regret the occurrence of any such injustice, and would at once remedy it. It is believed, however, that the Chamber is under some misapprehension on the subject.

3. The duty levied under the several Indian Income Tax Acts on fixed incomes, such as salaries, pensions, or interest on public securities, has always been assessable on the sums actually falling due within the period for which each tax has been imposed. Income

of this nature *due but not received* before the commencement of such period, has never been subject to taxation; and, on the other hand, such income falling due during such period has always been taxed, even though it were not received till after its close. It is believed that this is the only reasonable way of determining the incidence of an Income Tax upon fixed incomes.

4. In accordance with this principle, the tax imposed by the Income Tax Act of 1870 was chargeable only in respect of such interest on Government Securities as fell due after the 31st March 1870 and before the 31st March 1871. If therefore, the Chamber is right in supposing that duty has been levied under the Act of 1870 upon any interest which was not due until after the 31st March 1871, the Governor General in Council has only to say that such duty was wrongly levied, and that a refund of any such duty will be made to any person who can establish that he has paid it. It is hardly probable, however, that any one has paid duty in one year upon eighteen months' interest. Certainly, any assessor who knowingly charged duty upon eighteen months' interest in one year would be much to blame.

5. The Chamber of Commerce will, it is believed, see that the rule to which they draw attention can lead to no such injustice, and is in itself reasonable and in accordance with the intention of the law.

6. It is not possible to distribute by law between buyers and sellers the incidence of any tax upon any

kind of property, or upon income derived from any kind of property. The law leaves such distribution to be effected by private agreement. No doubt the liability to taxation of interest on Government Securities, as of income from any other property, is taken into account when the price is fixed between buyers and sellers. In the instance referred to in your 6th paragraph, the seller, as already stated, was not liable to the tax under the Act of 1870 in respect of interest not due till the 1st May 1871; and if he has paid it he is entitled to a refund. The buyer must have known that whoever held the securities on the 1st May would be liable to any tax which might be imposed on the interest on such securities for 1871-72, and doubtless took account of that liability in the price which he paid.

7. There is no hardship to the owners of Government securities in being called upon on the 1st May to pay the first instalment of the tax of 1871, for the first half of the tax on general incomes is payable (by Section 36) on the 1st April. Owners of public securities can in no case be called upon to pay in one year more than the tax on 12 months' interest.

From the Chamber to Government of India.

Calcutta, 9th May 1871.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 171 dated 27th ultimo.

The Committee feel obliged by the promptitude with which you have replied to their letter of 18th April, and for the full expression given to the views of the Governor General in Council on the working of the 12th rule made under Section 47 of the Indian Income Tax Act.

The Committee however, while agreeing theoretically in the opinions laid down in the communication now under acknowledgment, regret that practically it gives no satisfactory answer to their complaint, and altogether ignores the fact that the difficulties pointed out have their origin in the sudden change made by Government in the mode of collecting Income Tax on incomes accruing from interest on Government Securities of which due and sufficient notice was not given.

The Committee entirely agree in the position laid down in para : 6 of your communication ; but they contend that if the distribution of the incidence of the income tax upon property of the nature of interest on Government Securities is to be effected by private agreement between buyers and sellers, both parties are entitled to ample notice of any intended change in the mode of collection which may affect their relative positions. Under Mr. Wilson's Income Tax Act of 1860 there was no ground for misconception, it being distinctly stated that the tax would be deducted at the time of payment of the dividends ; this was within the knowledge of buyers and sellers, and provided for accordingly in their transactions. At a later date however the Government of India gave up this mode of collection, left it to each Income Tax

assessee to return his interest on Government Securities with his other sources of income, and thus entirely withdrew this item from the calculation of dealers in these stocks.

Upon the 17th of March last the public were informed, for the first time, that Government would, on the 1st April, once more return to Mr. Wilson's system, and the Committee consider a notice of 13 days altogether insufficient for such an important change, regard being had to the extensive time bargains which are common in these securities and to the important transactions which occur in them from day to day in a distant market.

Reverting to the instance already quoted in para: 6 of their previous communication, the Committee would point out that the buyer who on 1st March bought four per cent stock of 1865 deliverable in a month did so in the belief that he would upon 1st May receive 6 months' interest without deduction, and regulated his price accordingly. Upon 17th March he learned that he would receive this interest less Income Tax, and is thereby subjected to a loss which would not have fallen upon him had proper notice been given of the impending change in the mode of collection of the Income Tax. For such loss your communication makes no provision whatever, and the Committee trust the subject may be reconsidered, and the redress given which equity undoubtedly demands.

The Committee entirely believe that it was never the intention of Government that tax upon 18 months' in-

terest should be paid in one year, but the position of those who held the four per cent stock of 1865 throughout the year 1870-71, and who still hold it, is not far removed from this. Government are bound to believe that such holder in making his return of income for 1870-71 did include the proportion of same accruing upon his Government Securities, but as the rule now stands he will, having previously paid for the year at the rate of $3\frac{1}{8}$ per cent., be arbitrarily mulcted further at the rate of $1\text{-}\frac{1}{32}$ per cent. for 5 months of the same year.

In conclusion the Committee would suggest whether Rule 12 of Section 47 might not be made inoperative as regards interest falling due on or before 30th June next, which would be practically as if Government had originally given 3 months' notice of their intended change of procedure, a period which the Committee believe might fairly have been expected in a matter of such importance.

Post Office.

With this department of Government the Committee have had communications on several subjects during the past half-year, and they had hoped that arrangements might have been made by which the despatch of the Calcutta mail for Europe during the monsoon months would fall otherwise than on Saturday. This, however, has not been found possible for the present season,

but it will be observed from the subjoined letter from the Director General of the Post Office in India that the mail service with Europe will be re-arranged when the Mont Cenis Tunnel route becomes available for the conveyance of mails.

From Director General of the Post Office of India to Chamber of Commerce, Bombay.

Calcutta, 9th February 1871.

With my letter No. 3183, dated the 4th October last, I forwarded to you copy of a letter (No. 2960, dated the 20th September) addressed by me to Her Majesty's Post Master General relative to the re-arrangement of the Peninsular and Oriental Company's mail service.

2. There does not seem to be much probability of this re-arrangement coming into effect until the Mont Cenis Tunnel becomes available for the conveyence of mails; and my present letter has therefore sole reference to the intermediate arrangements.

3. In the communication to Her Majesty's Post Master General above referred to I requested him (last paragraph) to bear in mind when arranging the Time Table of 1871 "that the reduction of monsoon allowance conceded by the Peninsular and Oriental Company cannot be availed of until the dates of departure are altered as above proposed because it would throw the Calcutta mail day during the monsoon on a Sunday."

4. Her Majesty's Post Master General overlooking the above request has issued a Time Table for 1871 in which the reduced monsoon allowance is brought into operation, the steamers being timed to leave Bombay on Wednesday afternoon in the monsoon instead of Tuesday afternoon and the Calcutta mail date during the monsoon being thus thrown on a Sunday evening. The only way of avoiding this is to alter the Bombay monsoon departure from Wednesday afternoon to Tuesday afternoon or Wednesday morning: and the object of my addressing you at present is to ask the opinion of the Chamber as to whether Tuesday afternoon or Wednesday morning would be the more convenient to the Bombay community.

No. 4682.

Copy forwarded to the Secretary Chamber of Commerce, Calcutta, for information with reference to the previous correspondence noted on the margin.

To Chamber No. 3182, dated 4th October 1870.
From Chamber No. dated 21st October 1870.

C. K. DOVE.

Calcutta,
The 9th February 1871.

For Director General of the Post Office of India.

A reference was made to the Committee by the Post Master General of Bengal in regard to certain regulations that officer proposed to issue, tending to the greater security of registered letters, but, on consideration, the Committee deem-

ed the new scheme for the delivery of such packets likely to prove inconvenient, and, upon their recommendation, it has not been carried into effect. The attention of members is however drawn to the time when the responsibility of the Post office in respect of registered letters ceases, as conveyed in the following letter from the Post Master General of Bengal.

From Post Master General of Bengal to Chamber of Commerce.

Calcutta, 2nd February 1871.

I have the honor to acknowledge the receipt of your letter, dated 24th ultimo, and to offer my best thanks for the consideration you have given the subject.

In consequence of the opinion expressed by the Chamber, I shall not issue the circular in question, but I am obliged to consider the responsibility of my department with reference to registered letters addressed to mercantile houses and offices at an end when the cover is taken unchallenged out of custody of the delivery peon.

So much inconvenience was felt from the alterations made in the postal arrangements of various important districts when the new chord line of the East Indian Railway was opened, that the Committee of the Chamber felt it their duty to

address the Post Master General of Bengal on the subject, and to point out that, as matters then stood, the opening of the chord line was matter of very questionable benefit. Arrangements of a much more convenient nature have since been made, as detailed in the correspondence accompanying, the benefit of which members doubtless sufficiently appreciate.

From Chamber of Commerce to Post Master General of Bengal.

7th January 1871.

The Committee of the Chamber of Commerce have received numerous complaints regarding the excessive inconveniences resulting from the imperfect postal arrangements referred to in your letter of 26th ultimo addressed to the "Friend of India" for general information, and they cannot but concur in the opinions expressed that the circumstances under which so much public inconvenience has arisen are not creditable to the department under your control.

It appears to the Committee that in the long interval that has lapsed between the contemplated and actual opening of the Chord Line of the East India Railway the Post Office authorities had ample opportunity for providing against any difficulties on the way of efficiently conducting the postal service with the districts of Eastern Bengal and Assam; it was manifest that

such provision would be essentially necessary from the moment the Chord Line became available, for it cannot be supposed it was the intention of Government that while the transmission of one portion of the public mails should be accelerated by that shorter route the mails for the important districts indicated in your letter should be materially retarded and comparatively disregarded. As matters now stand the benefit of the opening of the Chord Line seems to the Committee questionable.

The alterations in the train service involved in the opening of that Line were long anticipated, and the difficulties and inconveniences now experienced might have been avoided by a sufficiently early recognition of the necessity for concurrent arrangements on the part of the postal department, and the Committee will be glad to learn that you have been able, in conjunction with the Railway Company, to introduce measures for the prompt and punctual carriage of the mails to and from the places which have been exposed to the unfavourable change that has effected them since the opening of the Chord Line.

No. 20862.

From Post Master General of Bengal to Chamber of Commerce.

Dated Fort William, 13th January 1871.

I have the honor to acknowledge the receipt of your letter No. dated 7th current to my address.

Dated Fort William, 30th January 1871

In continuation of my letter No. 20862 dated 13th

current I have now the honor to state for the information of the Chamber that revised postal arrangements for the service of the Loop Line will come into force on the 1st proximo.

2nd. There will be a double service both up and down—one despatch will leave Calcutta at 12-40 p. m., and will effect a junction with the Chord-line train of the same evening, next morning at Makumah. This train is intended, primarily, to connect districts between Burdwan and Makumah with the Chord-line fast mail and thus with Western and North Western India and Europe. A second despatch—unconnected with the Chord-line—will leave Calcutta by the night mail, will branch off from the main line at Kanoo Junction and connect Calcutta and Loop-line districts (as for example *Darjeeling, Purneah, Assam.*) inter se.

3rd. The down service is arranged on similar principles. Western mails will be brought to Loop line districts by a train which will leave Makumah at 4-9 p. m., (Calcutta time) on arrival of the train from Western India; and an early train leaving Makumah at 6-33 a. m., will serve those districts as regards their local correspondence.

4th. I regret to observe from the first part of your letter, of which my No. 20862 dated 13th current was an acknowledgement, that the Chamber of Commerce has arrived at the conclusion that the mail ser-

vice as it existed in January was not creditable to the department under my control. I do not know the grounds on which this conclusion has been adopted; but I feel confident that had the correct facts been before the Chamber, it would not only have exonerated my department from all responsibility for January's arrangements; but would have credited it with the continuous endeavours which it has made to secure arrangements more in harmony with the requirements of the public than those of January have been.

5th. As, however, the matter is now disposed of, it is unnecessary to enter further into the merits of the case.

From Chamber of Commerce to Post Master General of Bengal.

Calcutta, 3rd February 1871.

The Committee of the Chamber of Commerce desire me to acknowledge receipt of your letter No. 21,767, of the 30th ultimo, informing them of the new arrangements which have been made for that portion of the postal service which is conveyed via the loop line of the East Indian Railway, for which they are much obliged, and they doubt not that the change will be a matter of universal satistaction.

Referring to paragraph 4 of your letter I am directed to express the regret of the Committee that any portion of their previous communication should have given you

umbrage, which, I need scarcely add, was far from their intention. While saying this, however, and with due reference to your present remarks, I am instructed to observe that to your department the public naturally looks for the efficient conduct of the postal service of this part of India, and when it became apparent that no suitable arrangements had been made to meet a change in railway communication which had been announced months previously the Committee hardly think they went too far in saying that such a state of things was not creditable to the department over which you preside.

In matters of this nature the Committee can of course only write upon such information as they possess, and to the department with which, as far as their knowledge goes, responsibility primarily lies.

The proposition of the Director General for the compulsory use of embossed envelopes stamped to the value of six pies which has for some time been before the public, was duly submitted to the Committee and received their careful consideration. While fully recognizing the serious existing difficulty with which, by means of these embossed envelopes, the Director General desired to cope, the Committee of the Chamber felt unable to approve that portion of the proposal under which the use of these envelopes became compulsory, in so far that letters not

posted in them, although not exceeding half tolah in weight, would not be allowed the benefit of the minimum postage rate of 6 pies, but would be chargeable with one anna. They therefore proposed that the use of such envelopes should be optional, in the hope that as the native public become fully aware that their employment involves no extra expense, but that they are gainers in receiving gratis an envelope for their correspondence, the really liberal measure of the Director General will be largely availed of, and the end he has in view be gradually attained.

Customs.

The Committee have been in correspondence with the Collector of Customs relative to the prohibition to *stow* cargo on board ship before or after the usual working hours, unless the Preventive Officer was on duty and paid for his attendance. That officer's presence on deck during the operation of *stowage* only appeared altogether unnecessary, in the opinion of the Committee, and the payment of fees under such circumstances was held by them to be a charge which could not with propriety be made against the ship.

The Collector's subsequent orders in this res-

pect were satisfactory, and the arrangements now in force—*viz*, to allow a vessel to stow till 10 P. M. without the attendance of the officer—are reasonable, and the Committee are informed they work conveniently to all concerned.

With a view to afford greater facilities to the mercantile community for availing themselves of information contained in ships' export manifests, copies of and extracts from which used to be furnished in manuscript to those who required such documents, the Collector, in October last, proposed to issue from the Custom House on the morning of every overland mail day a publication containing a list of all vessels cleared during the week, detail of cargoes alphabetically arranged, names of shippers, and marks and numbers of packages.

The Committee thought this would be a very useful publication and recommended it to members, a large majority of whom, the Committee believe, gladly subscribed to it.

Examination of Manchester Piece Goods at the Custom House.

The Committee have been referred to alike by

the Collector of Customs and Members of the Chamber, regarding differences which have been found to exist between the weight of grey goods as stated in the invoice, and the result of actual weighment, when, in the discretion of the Custom House officers, such has been resorted to. The subject has had the careful consideration of your Committee, and as it is evident that slight discrepancies will often appear—the result of moisture, dryage or other causes—they have proposed to the Collector that a difference of 2½ per cent., or under, be mutually disregarded and duty adjusted on invoice weight; when the difference exceeds 2½ per cent then the ascertained weight. shall be the basis for duty. The Committee trust this proposal may be approved by the Collector, and that it will recommend itself to members of the Chamber as furnishing a clear definite standard for the guidance alike of importers and appraisers, and tending to lessen occasions for complaint and dissatisfaction on either side.

Storage of Jute.

The danger attendant upon the accumulation of large quantities of this article within the limits of the town has during the past six months been forced upon the municipality by the occur-

rence of several calamitous fires, one of which in particular broke out in the close proximity to and for a time threatened the destruction of the Burra Bazar. The same subject has been pressed upon the notice of the Committee by members of the Chamber and by native dealers and traders in a numerously signed memorial. The consideration of the matter on the part of the municipality has resulted in an appeal by that Body to the Government of Bengal for new legislation, and the measures proposed were submitted to the Committee of the Chamber for an expression of opinion thereon. The propositions of the Justices seemed to the Committee on the whole well adapted to secure the object in view, and they accordingly intimated to Government their general approval of the scheme, adding their hope that the municipality in wielding the new powers asked for would be careful to do so in such manner as to cause the least possible inconvenience to owners and occupiers of jute screw-houses and depots, and others engaged in this important branch of trade. The evil complained of has grown up so gradually with the growth of the jute trade and now involves so many interests that the Committee fear its remedy will be impossible without giving rise to considerable inconvenience; but the existing state of affairs invol-

ves such continuous peril to property of vast extent, that the Committee felt constrained to support the municipality in their desire to make more satisfactory arrangements. The communication from the Chairman of the Justices to the Government of Bengal, and the reply made by the Committee to the reference thereon, will be found below.

I have the honor, by direction of the Justices of the Peace for the town of Calcutta, to forward, for the consideration and orders of the Hon'ble the Lieutenant-Governor of Bengal, the accompanying letter from the Chamber of Commerce, and also communications from numerous European and Native merchants and others, urging on the attention of the municipal authorities the expediency of adopting measures for the regulation and control of all depots for unscrewed jute and cotton, and also the necessity of placing the fire brigade on a more efficient footing.

2. The Justices fully appreciate the arguments brought forward, and are almost unanimously of opinion that the security of life and property in town absolutely requires the storage of unscrewed jute and cotton being carefully controlled and supervised by the municipal authorities, and therefore desire to bring the matter to the notice of Government.

3. The present law relating to jute depots is contained in sections from 38 to 41 of Act VI of 1866. Those

sections require the Justices to register all depots in existence at the time of passing the Act, and prohibit any new place being made use of as a depot for unscrewed jute unless licensed by the Municipality.

4. The Municipality has, since the passing of Act VI of 1866, persistently refused to grant licenses for any new depot, but nevertheless many places are now used as depots without having been either licensed or registered; against the occupiers of all such depots, proceedings will at once be taken under section 39 of the Act.

5. As the sections above referred to do not enable the Municipality in any way to control the management of depots for unscrewed Jute, the Justices submit, for the consideration of Government, the following proposals :—

1*st.*—That an Act be passed absolutely prohibiting any place being used for the storage of unscrewed jute, cotton, or other such inflammable materials, unless duly licensed.

2*nd.*—That all depots for unscrewed jute, cotton, or other such inflammable materials, licensed or registered in accordance with the provisions of sections 38 and 39 of Act VI (B. C.) of 1866, be entitled to be licensed; but if such depot shall be proved, by a judicial proceeding before a Magistrate, to be so situated, managed, or constructed, as to be dangerous to life and property in the neighbourhood, it shall be within the power of the Magistrate before whom the case may be heard to

cancel or suspend the license, or to pass such orders as he may consider sufficient to remove the danger complained of.

3*rd*.—That the Justices be empowered to grant licenses for the establishment of depots for unscrewed jute, cotton, and other such inflammable materials, subject to such bye-laws as may from time to time be passed by the Justices and confirmed by the Government, and that for each such license an annual fee be charged, ranging from Rs. 20 to Rs. 100, according to the size of the depot.

4*th*.—That the Justices entertain a suitable establishment for inspecting and controlling the management of such depots, and that the cost thereof be charged against the annual fees levied for the issue of licenses; and that the surplus, if any, be carried to the credit of an account to be called "The Fire Brigade Account."

6. As regards the question of placing the fire brigade on a more efficient footing, the practice now obtaining is for the Justices to grant an annual allotment of Rs. 6,000 towards the fire brigade; a further sum of Rs. 1,800 is also subscribed by the suburban municipal commissioners; thus the total amount aggregates Rs. 7,800 per annum, which sum is placed at the disposal of the Commissioner of Police, who is in charge of the fire brigade.

7. As the amount allotted is not sufficient to enable the Commissioner of Police to organize and maintain

an efficient fire brigade, his practice is to keep up a small subordinate establishment of bhisties and khalassies, and to call on the European constables to man the engines on the occasion of any fire.

8. Although the Justices fully recognize the propriety of requiring all available police officers to assist on the occasion of any great fire, they are strongly of opinion that, having regard to the value of the property at stake, a permanent establishment of trained men should be entertained for working the engines. Moreover, as an ample supply of water is now always at hand in the town, they consider that, for service in Calcutta, steam fire engines should be substituted for the hand ones now in use.

9. As fires usually occur at night, when the water-supply engines at Wellington Square and Tallah only work at low pressure, arrangements will at once be made by the Justices to connect the pumping stations by telegraphic wire with the police office, in order that on a fire breaking out, intimation may be sent by the police to the officer in charge of the pumping stations, with a view to the engines being made to work at full power.

To give effect to these suggestions, the Justices recommend—

1*st.* That the Municipalities of the town and suburbs of Calcutta be required by legislative enactment to or-

ganize and maintain an effective fire brigade for service in the town and in the suburbs, and to provide the same with such steam fire engines and other engines as may be deemed necessary

2*nd*. That the cost of maintaining the said fire brigade be defrayed by the Municipalities in the town and suburbs, in such proportion as Government shall, on the recommendation of the aforementioned Municipalities, decide; and that every insurance company which insures against risks of fire any property in the town or suburbs, shall contribute, towards the maintenance of the fire brigade, a fixed rate calculated on the amount of premia received by the insurance company on account of property insured by it in the town or suburbs, after the principle accepted in the London Metropolitan Fire Brigade Act,—Vict. XXVIII and XXIX, chap. 90.

3*rd*. That all contributions due from an insurance Office be realized as rates due to the Municipality of Calcutta, under the provisions of the existing municipal Acts, and that the same be payable in four quarterly instalments.

10. In order to place before Government the number of jute depôts in town, and the extent of the interests involved in the proposed measures, the Justices have desired me to annex the accompanying statement showing the number and locality of all depôts in the town of Calcutta.

From Chamber of Commerce to the Government of Bengal.

Calcutta, 28th April 1871.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1555, of the 5th instant, in which you request their opinion on the measures proposed by the Justices of the Peace for the control of all depots for unscrewed jute and cotton, and placing the fire brigade on a more efficient footing.

The Committee desire me to state in reply that they have fully considered the communication addressed by the Chairman of the Justices to the Government of Bengal, and that in their opinion the proposed measures are highly called for and essentially necessary for the protection and preservation of life and property; for it is impossible to exaggerate the evil and danger of having inflammable articles scattered indiscriminately over the business part of the town, as they are at present, without the least regard to fitness of situation and the disastrous consequences which might result to valuable property in their immediate vicinity; the proposals of the Justices therefore have the entire approval of the Chamber of Commerce.

The Committee would remark however that they understand the term depot to mean not only places where *loose* jute or cotton is stored but *screw houses* as well: they are of opinion that the danger which it is desired

to guard against lies as much if not more in those buildings as in godowns or places where the unscrewed materials are stored. Practically indeed a screw house is a depot as well, since the loose stuff is placed there for a longer or shorter period prior to the process of screwing: and the Committee would draw attention to the fact that the two last fires originated—not in jute godowns or depots, if that term is understood in that sense, but—in screw houses proper: legislation should therefore specially be directed to *all* places that may be used for the storage of screwed and unscrewed jute, cotton, or any other such inflammable material.

In carrying out the measures proposed by the Justices, the Committee fear that cases of hardship may present themselves, and they trust that the powers which it is in contemplation to bestow for the attainment of the highly desirable end in view will be used with all due consideration and with as little interference as possible with business operations.

Charges for Landing and Shipping at the Jetties.

The Committee's circular of 7th February drew attention to the schedule of charges and rents leviable on goods landed at the jetties as proposed by the Port Commissioners; and to the Committee's request for the expression of opinions on those rates several members sent in replies which enabled them to furnish the Com-

missioners with an answer to their reference,—to the effect that the charges were generally objected to on the ground of excessive additions to existing rates for nearly all the items enumerated in the schedule : that importers of *piece-goods* and *yarn* considered the increase to vary from 25 to 40 per cent., and that on *metals, wines* and *spirits* the rates would be much heavier than they had hitherto been. On the whole, the Committee were of opinion that as no material objections had been raised to the charges already in force no change appeared necessary, and that on all descriptions of *piece-goods* and *yarn,* which constituted the bulk of imports, a uniform rate of 6 annas per package, irrespective of weight or measurement, was sufficiently high.

At the same time the Committee pressed upon the Commissioners' attention the very generally expressed opinion that the time allowed for clearing goods from the jetties and sheds—48 hours—should be considerably enlarged; and as a fair measure of relief to importers in this respect it was recommended that the time should be altered from 48 hours to two working days, exclusive of day of landing, and that an additional day should be allowed in the case of goods landed damaged and which required to be surveyed before removal from the jetty sheds.

In all these respects the Committee's representations have been acted upon.

With regard however to the schedule of charges for *shipping* goods, the Committee are not in a position to report the result of their correspondence with the Port Commissioners, but they believe they may look for a large reduction in the proposed charges, which are on several items of export 50 per cent., and more, in excess of the rates at which merchants can ship them by the ordinary means.

Another point which has been the subject of correspondence and not yet determined is the number of *non-working days* recognised by the Commissioners, who at first proposed that exemption from work at the jetties would be on *Sundays, New Year's Day, Good Friday, The Queen's Birthday* and *Christmas Day;* but the Committee were of opinion that *all days authorised by Government as public holidays,* and on which the Treasury, Custom House, and Public Offices were closed for business, should be held by the Commissioners as days on which there should be no compulsory work at the jetties, for, as a rule, importers would not have their usual establishments in attendance and without them they could not clear their consignments as landed at the jetties :

but if it was deemed necessary for a ship to discharge her cargo on such days she might be at liberty to do so at her own expense.

Cotton Frauds Act.

In a previous half yearly report the Committee drew the attention of members to the diversity of opinion existing in Bombay on the subject of this legislation and explained why they did not deem it their duty to ask for a similar law on this side of India as was suggested in a requisition from certain members of the Chamber. The Committee have seen no reason to regret the course they then adopted, as the new Bill of the Bombay Government was vetoed by His Excellency the Viceroy and Governor General, and, within the past few months, the Bombay Chamber of Commerce have petitioned the Government of the Western Presidency to repeal the existing Act which was passed in 1863, on the ground that the same is unsound in principle and useless in practice, in fact an unnecessary burden on an important trade. The text of this Memorial is subjoined for the information of the members of this Chamber.

That an Act was passed by the Council of the Governor

of Bombay for making Laws and Regulations in 1863, entitled an Act "for the prevention of adulteration of cotton and the better suppression of frauds in the cotton trade in the Presidency of Bombay."

2. That the Act in question is of a more exceptional character than Regulation III. of 1829, and Act 15 of 1851, both which it repealed,—by making criminal certain acts done in connection with a particular trade, which are not in themselves criminal, and by putting a tax on this trade to pay the cost of the machinery called into existence for the purpose of working the Act.

3. That the Act was passed amid great differences of opinion amongst the mercantile community regarding its expediency in a time of much excitement, and during a very exceptional state of things as regards the cotton trade, when, owing to the American Civil War, a cotton famine prevailed in the manufacturing districts of Great Britain and other parts of Europe.

4. That the exigencies of the time made a ready market for every bale of cotton that could be shipped from India to England, and in the exertions made to meet the wants of manufacturers much inferior cotton was sent forward, adulterated in a gross form.

5. That the adulteration of cotton, in the form which was common in 1862 and the early part of 1863, had to a great extent disappeared by the time the Act came into operation.

6. That the adulteration of cotton in other and not

less injurious forms still continues, but with these the Act has been found altogether powerless to cope.

7. That though your memorialists consider there has been an improvement in cotton brought to market in Bombay during the last few years, in the matter of cleanliness, and that there has been less admixture of foreign substances than in the early period of the American War, they are unable to admit that this has resulted from the operation of the cotton frauds Act.

8. That the best and cleanest churka cotton received in Bombay comes from districts beyond the operation of the Act, such as the Berars, Central Provinces, and certain parts of Kattywar ;—whereas some of the dirtiest and most falsely packed cotton comes from certain districts in British Guzerat, and from Vingorla and Compta on the Southern Coast,—in which places the Act has all along been in force.

9. That the Act has proved a failure in respect to the object it was expected to serve, has been recognized by your Excellency's Government in the resolution passed on the report of the cotton frauds department for 1868-69, wherein it is stated—"that the officers of the department are unanimous in condemning the utter inefficiency of the penal provisions of the Act," and "that for police purposes the Act may be said to be inoperative."

10. That your Memorialists, in the report of the Committee adopted at the Annual General Meeting of

the Chamber held on the 6th October last, stated, that after nearly seven years' experience of the Act, "they were unable to point to any benefit which it conferred on the cotton trade of Bombay, though it cost that trade annually more than two lacs of rupees."

11. That with the view to amend an Act admitted by common consent to be inefficient, and, as regards its penal provisions, inoperative,—a Bill with more stringent provisions of a penal character, was introduced into your Excellency's Council for making Laws and Regulations, and passed in October 1869.

12. That His Excellency the Viceroy and Governor General of India withheld his assent from this Bill for various reasons, but especially in reference to the penal clauses, on the ground that "the Penal Code has fixed the general limits of the Criminal Law, and he (the Viceroy) does not think that those limits should be extended except for every grave reasons."

13. That your Memorialists consider special legislation for the protection of the cotton trade neither necessary nor desirable, and that no better reasons can be given for attempting to put down adulteration in cotton by special penal enactments, than adulteration in wool, seed, or any other article of produce subject to adulteration.

14. Your Memorialists therefore trust that your Excellency in Council may be pleased to relieve the cotton trade from the burden of an Act unsound in prin-

ciple and in practice useless: but which, while it exists, imposes a tax on the export of cotton from this Presidency, which it can ill afford to bear in the keen competition to which the cotton from India is now subjected, in endeavouring to maintain its position as one of the chief sources of supply for the markets of Europe.

Steam Tug Pilots.

The Committee draw attention to the new rule for the guidance of steam tug Pilots proposed in the Bengal Government letter of 14th March last, in the necessity for which they entirely concur, considering that grave consequences might result from the absence of that control which the Pilot in charge of a ship exercises over the steamer which has her in tow.

From Govt. of Bengal to Chamber of Commerce.

Fort William, the 14th May 1871.

I am directed to forward herewith copy of a letter, No. 1010 dated the 24th February, from the officiating master attendant, reporting the particulars of a case in which Mr. Ewin, a licensed steam tug pilot, commanding the *Rattler*, brought the French ship *Xanthe* up to town without having a Government pilot on board, and for which an inquiry into his conduct was held under the orders of the master attendant.

2. There being no rule at present in existence under which Mr. Ewin could be directly punished, the master attendant has proposed that a section should be added to the rules now in force as regards officers licensed to act as pilots of steam tugs. In the absence of any material objection, the Lieutenant-Governor would be willing to sanction a rule to the following effect :—

"*No licensed steam tug pilot shall, without special permission previously obtained from the master attendant at Calcutta, or from the senior officer at the Sandheads, tow any vessel in pilot's water unless a Government pilot be on board. Any infringement of this rule will render the offender liable to a fine not exceeding Rs.* 200, *or to suspension or withdrawal of his license, as the case upon inquiry may require.*"

3. The Lieutenant-Governor would be glad to be favoured with the opinion of the Chamber of Commerce upon the subject, and I am to request that this correspondence may be laid before the Committee of the Chamber for the purpose.

Reporting of Steam Tugs on the River.

With a view to the more efficient carrying out of the Secretary of State's wishes that on the part of vessels visiting the Ports of British India the use of Marryat's signals should be discontinued and the new Commercial Code adopted in lieu thereof, orders were issued to the officers in charge of the various telegraph stations between

Calcutta and Saugor, to the effect that no ship proceeding down without flying the signals of this new Code was to be reported ; further that the same prohibition extended to the Steam Tug towing the vessel, notwithstanding the exhibition on the part of the former of the proper signals. The latter part of this order was represented to the Committee as pressing hardly upon owners of Tugs and others interested in knowing their movements, and the subjoined communication has accordingly been addressed to the Telegraph Department. No reply has yet been received, but the Committee scarcely think a request so reasonable can be refused, particularly when, as they have pointed out, the marine authorities have at their command other means for enforcing the use of the new code of signals.

From Chamber to Superintendent of Telegraphs.

Calcutta, 29th April 1871.

I have submitted to the Committee of the Chamber of Commerce your letter No. 265 of the 18th instant together with its inclosures, and your reply No. 65 to Messrs Apcar and Co., regarding the reporting of steam tugs towing vessels down the river.

The Committee have duly considered the subject of

Messrs. Apcar and Co's. reference, and the circumstances under which steam tugs towing vessels shewing no commercial code signals are not reported in the Government Telegraph Gazette, and they direct me to point out that neither in Act I of 1862—referred to in your reply to Messrs. Apcar and Co., nor in the marine notification No. 17 of 16th December 1869—is there any authority for the course adopted by the Telegraph Department; and that the Officiating Deputy Superintendent's circular No. 4 of 1871 appears to be a departmental order only, unsupported by any instructions from the Supreme Government. This being so, the Committee are of opinion that the Telegraph Department has somewhat exceeded its powers in giving the order contained in the circular, and that on the ground of its unauthorized issue the order should be withdrawn.

Apart however from this, the Committee are not prepared to concur in the views expressed in the 3rd paragraph of your letter, No. 265. They admit that if a vessel is being towed down the river and the steamer only is reported, practically the ship in tow is also reported, and those who are interested in the ship's progress are thus informed of her movements. But they think you are in error in concluding that the report of a steamer's position affords special limited information only and is of no general public interest. The reported movements of a tug are not only of particular interest to her agents or owners, but frequently of special interest to other parties whose shipping arrangements may be dependent upon the available services of that parti-

cular steamer, and in other ways her reported position is an announcement of general interest ; and the information thus gained is consequently not of the exclusive character you ascribe to it. The Committee could, were it deemed necessary, adduce many special instances in support of this statement, but they prefer to rest their case on general grounds and it does appear to them scarcely equitable that when a tug steamer has (as they are assured is the case with all Messrs. Apcar and Co.'s steamers,) fully satisfied the requirements of the marine notification No. 17 of 16th December 1869, she should not be reported, her employment prejudiced and the interests of that portion of the public who at the time may happen to be interested in her disregarded merely because the ship she is towing, and over whose commander the owners of the tug have no control whatever, has not complied with the requirements of said notification.

The Committee are of opinion that steam tugs should be duly reported whether proceeding single handed or towing, and with their recommendation to that effect they request you will be so good as to place this letter before the Director General of Telegraphs for the consideration and orders (if necessary) of the Governor General in Council.

The Committee would add that Government has within its reach a simple and easy method of compelling attention to the marine notification before alluded to on the part of all vessels leaving this port viz., by an order

that no pilot shall assume pilotage charge of any steamer or ship proceeding down the river till he has satisfied himself that such ship or steamer is furnished with the necessary flags for shewing the signals of the commercial code.

Floating Bridge.

The subject of this bridge and the mode by which it is proposed to provide for the construction and maintenance thereof have been of late so prominently before the public, that the Committee need only submit the accompanying correspondence with the Board of Port Commissioners. It will be seen that the Committee fully share the objections which have been so strongly expressed elsewhere to the provision under which a charge on account of the bridge will be levied on all merchandize arriving at Howrah, including the large portion which is conveyed to the shipping direct from the Howrah side, and which does not therefore derive, or seek to derive, any benefit whatever from this new work.

From Vice-Chairman of Commissioners for making Improvements in the Port of Calcutta, to Chamber of Commerce.

The 31st March 1871.

I am desired to forward the accompanying extract from a

letter received by the Commissioners from the Secretary to the Government of Bengal, Public Works Department, regarding the construction of a floating bridge across the River Hooghly in order to obtain the opinion of the Committee of the Chamber of Commerce on the proposed arrangement for the collection of tolls, and also that you may if possible obtain the views of any merchants or others who are likely hereafter to be pecuniarily affected by the toll.

I am desired at the same time to point out that the present arrangements for the construction of the bridge are, it is understood, to a certain extent based on this mode of collecting the tolls, and that it is not improbable that if this basis had to be abandoned the other arrangements might fall through. It is therefore for those interested to consider whether the advantages to be otherwise received from the bridge would not compensate for any inequality in the incidence of the proposed toll.

Extract from a letter No. 1235, *dated 20th March* 1871, *from Secretary to the Government of Bengal in the Public Works Department.*

As regards income and expenditure the chief point seems to be

1*st.* Whether the Government can safely contract with the East Indian Railway Company on the terms proposed, *viz.*, that a toll for bridge should be levied on passengers and on goods arriving at Howrah whether they cross the bridge or not. The Lieutenant-Governor means whether it may not happen that parties who have not been consulted—*e. g.* coal owners, merchants who store at or ship from Howrah, &c.,—may not afterwards cry out so loudly against the levy of the additional rate

of 4 or 6 pie per ton on their goods, that Government might be driven to abandon the arrangement. It would be well to obtain the views of some of the largest merchants and others, so that if objections are to be made, they should be made before and not after Government has bound itself.

From Chamber of Commerce to Vice-Chairman of the Commissioners for making improvements in the Port of Calcutta.

Calcutta, 3rd April 1871.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 587 of the 31st March in which you invite the expression of their opinion on the arrangement for the collection of tolls on the proposed floating bridge.

The Committee understand from the given extract from the letter of the Government of Bengal in the Public Works Department that the question has been raised whether the Government will sanction an arrangement by which the bridge toll shall be levied on all passengers and all goods conveyed by rail to Howrah, whether such passengers and goods are carried by the bridge or not, and the Committee at the same time gather from the remarks conveyed by the Lieutenant-Governor that His Honor is apprehensive that such an arrangement would be disapproved and denounced by those whose business would be confined to the Howrah side of the river, and that the Government would in consequence be under the necessity of abandoning it.

The Committee desire me to state in reply that they have

well weighed the question submitted for their consideration, and to declare that in their judgment the proposed scheme is alike unsound in principle and inequitable in its practical application, and will certainly give rise to well grounded complaints, which will increase in proportion to the increase of the trade and traffic brought by rail to the terminal station of Howrah and conveyed thence to its destination by other means than that offered by the bridge.

The additional charge to a passenger's railway ticket deliverable at Howrah would no doubt be very trifling, but even that would be an unjustifiable levy, on the simple ground of exaction of an undue toll, but the excess charge would fall very heavily on goods, such as cotton—which is carried by water to the shipping—and coal, which is similarly conveyed to steamers, to the premises of the Gas Company, and other places of consumption. In these and such like cases, where the transport of goods can be effected without the facilities of a bridge, which are not required and cannot be availed of, the proposed arrangement would impose a most improper tax and be altogether contrary to the practice which ordinarily governs the levy of bridge tolls.

The Committee therefore desire me to express their disapproval of the measure and their hope that His Honor the Lieutenant-Governor will decline to sanction it.

Registration of lost Currency Notes.

This subject was noticed in the last Report; and the following correspondence will inform members that the Committee's representation has

led to the introduction into the office of the Collector of Calcutta (for Income Tax, Stamps, and Excise) of the same practice as that in force in the office of the Collector of Customs as a means for tracing lost or stolen currency notes.

From the Board of Revenue L. P. to the Head Commissioner of Paper Currency.

Dated Fort William, 20th December 1870.

Referring to your memorandum No. 304 dated 21st September last, I am directed to forward for your information and for communication to the Chamber of Commerce, the accompanying copy of the correspondence marginally cited, from which it will be observed that the Government has approved of the Board's proposal that the system now in force at the Calcutta Custom House should be introduced into the office of the Collector of Calcutta as a means of tracing lost or stolen currency notes. A copy of the printed memorandum form in use at the Custom House is also forwarded herewith.

Board's report to Government No. 626 C. dated 14th November 1870.
Government order No. 4772 dated 7th December 1870.

From Board of Revenue to Government of Bengal.

Fort William, the 14th November 1870.

I am directed to submit in original, for the orders of Government, the accompanying communication, dated

27th August last, from the Chamber of Commerce to the Head Commissioner of Paper Currency, together with memorandum No. 304, dated the 28th of September, from the Head Commissioner, transmitting the Chamber's communication for disposal by the Board of Revenue.

2. It will be observed that, with the view of affording assistance to the owners of lost or stolen notes in tracing out and recovering their property, the Chamber of Commerce solicit that the Collector of Calcutta be directed to keep a register of all Currency Notes presented by the public at his office.

3. Referring to the remark made by the Chamber of Commerce that the Collector of Calcutta had been prohibited by the Board of Revenue from keeping a list of lost or stolen notes, I am directed to state that in August last the Collector of Calcutta represented to the Board that he was in the habit of receiving constant communications from persons in all parts of the country, desiring him to stop certain specified notes, and requesting information to be conveyed to them whenever any such notes were presented in his office; and that a compliance with such requisitions was not only opposed to the ruling of the Government of India, circulated with letter from the Head Commissioner of the Paper Currency Department, No. 11½ dated 3rd April 1869, (copy herewith forwarded) but that it was impossible for him to keep up a

register of notes received, and to reply to letters on the subject of lost or stolen notes without an increase to his office establishment, involving an outlay of rupees 20 per mensen for the entertainment of a special clerk. As the retention of such an officer on the Collector's establishment had been previously disallowed by the Government of India, vide your memorandum No. 1061, dated 31st March 1868, the Board in reply directed the Collector to inform the applicants that he was not authorized to stop Currency notes alleged to be lost or stolen, and that he had not the means of checking the receipt of notes in his office.

4. Under these circumstances it will be observed that the Board were precluded from taking any action in the matter. In submitting the question, however, at the instance of the Head Commissioner of Paper Currency, for the reconsideration and orders of Government, I am to state that the Board have ascertained that when notes are presented in payment of dues at the Custom House, Calcutta, the persons presenting the notes are required to fill in a memorandum in the accompanying form, and that these memos. are filed daily and serve as a register by which lost or stolen notes are often traced. If the Government have no objection to this practice, its introduction into the office of the Collector of Calcutta will probably not necessitate the entertainment of an extra clerk for the purpose of keeping up a separate register.

5. The return of the original enclosures is solicited.

From Head Commissioner of Paper Currency to the Officer in charge of the Treasury.

No. 11½.

Dated the 3rd April 1869.

With reference to paragraphs 5 to 8 of a letter from the Secretary to Government of India in the Financial Department, quoted below, to my address, I beg to inform you that the lists of lost notes will be discontinued.

Dated 24th March 1869.

5. "The present plan by which the Paper Currency "Department takes upon itself a great deal of trouble in "circulating lists of stopped notes is, it appears, not "only unnecessary, but practically useless. Persons who "lose notes should be left to advertise them in such "manner as they think best, and should themselves "give information at such offices as they think proper.

6. "The term *stopped note* is inaccurate and misleading. Payment of such notes cannot be refused, unless "there be good reason for supposing that the presenter "is not a bonafide holder.

7. "The system which has hitherto been in force was, "no doubt, devised for the benefit of losers of notes; "but in practice it is found to increase the distrust of "notes. Natives of this country dislike taking Currency "notes if they know that it is possible for them to be

"put to trouble and detention should the note happen "to be what is called a *stopped note.*"

8. "The Governor General in Council observes that "the real aim of Government is to make Currency notes "approach as much as possible to the status of coin. If "a man loses a currency note, he must ordinarily take "his chance of recovering it precisely in the same way "as a lost coin. If Government attempts to put curren- "cy notes on a better footing than coins, by restrictions "on their payment, it may be found that they really put "them in a worse, by giving further grounds for the "natives of this country to dislike taking them."

From Government of Bengal to Board of Revenue L. P.

Fort William, the 7th December 1870.

I am directed to acknowledge the receipt of your letter No. 626 C dated the 14th ultimo, with its enclosures, relative to a recommendation by the Chamber of Commerce that the Collector of Calcutta may be directed to keep a register of all Currency notes presented by the public at his office.

In reply, I am desired to inform the Board that the Lieutenant Governor approves of their proposal that the system now in force at the Custom House should be introduced into the office of the Collector of Calcutta. The memorandum would be filed by persons presenting

notes in payment at that office and used as a means of tracing lost or stolen notes.

The enclosures of your letter are returned herewith.

Memo.

Paid in this day on account of Customs and Marine Dues Government Currency Notes and Silver as follows, namely :—

Letter and No. of Notes.	Value of each Note.	Total amount.
Custom House, Calcutta } *The* 187 . }		

Memo No. 430 dated 31st December 1870.

Copy forwarded to the Secretary Bengal Chamber of Commerce for his information in continuation of this Office No. 305 dated 28th September 1870.

EDWARD F. HARRISON,

Head Commissioner.

From Chamber of Commerce to Head Commissioner of Paper Currency.

Calcutta, 10th January 1871.

I am directed to acknowledge the receipt of your memorandum No. 430 of the 31st ultimo forwarding copy of correspondence relative to the Chamber's proposition that a register of currency notes paid into his office should be kept by the Collector of Calcutta as a means of tracing lost or stolen notes.

The Committee of the Chamber note that the Government of Bengal has approved of the proposal of the Board of Revenue that the system in force at the Custom House should be introduced into the Calcutta Collectorate, and they trust that that method will be found sufficient for the purpose indicated in my letter of the 27th August last.

Small Cause Court Surplus Funds.

The Bill to repeal the law relating to the general funds of the Courts of Small Causes at the Presidency Towns having received the assent of the Governor General, the Committee need only here remark that a considerable discussion took place in the Legislative Council on the proposed transfer of the surplus funds to the ge-

neral revenue account: and although the Finance Minister said he could give no assurance that a preferential claim would be conceded to Small Cause Courts in respect to the construction of buildings for their proper accommodation, His Excellency the President hoped that the time was not far distant when the claims of those Courts would be considered with other demands, and suitable buildings provided in place of the present insufficient and inconvenient arrangements, if the means at the disposal of Government permitted their construction.

Indian Limitation Bill.

A Draft of this bill, with statement of its objects and reasons for legislation in respect of it, having been presented to the Committee by the Lieutenant-Governor of Bengal for an expression of opinion as to its provisions, His Honor was informed in reply that they recognised the soundness of the principle on which the bill was based, and that its practical operation would simplify the procedure under which suits may be instituted and conducted. At the same time the Committee were of opinion that cases coming within its action would be of a character rarely

within the ordinary business experience of mercantile men, and be confined, probably, to the smaller and more minute transactions of trade, involving debts of moderate amount, retail sales, and such like : they were unable therefore to express more than a general approval of the proposed measure.

The Bill received the assent of the Governor General in Council on the 24th March last.

The Bankruptcy Law Amendment Bill.

The following letter to the Government of Bengal will place members in possession of the opinions expressed by the Committee in reply to the Lieutenant Governor's invitation to record their views on the proposed amendment of the Bankruptcy Law, which they believe will be brought forward in the Legislative Council when it reassembles in Calcutta.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 6th December 1870.

I am desired by the Committee of the Chamber of Commerce to submit for the information of His Honor the Lieutenant-Governor the result of their consideration of the Bill "to amend the Law of Insolvency",

received under cover of your letter No. 5013 of the 14th ultimo, already acknowledged.

The clauses in the Bill which the Committee specially notice are 27, 33, 35, 37, 39, 52, 60, 66, 74, and 83,—and their opinion thereof is as follows:

27. *Power to allow insolvents to manage property.*

The Committee recommend that this should be altered so as to allow the Trustee to appoint the insolvent to superintend the management of the property &c. *only when sanctioned by the Committee of inspection.* This is a provision included in the next clause, and probably the omission noticed has been inadvertently overlooked.

33. *Preferential Debts.*

This provides for the preferential payment of wages of clerks or servants for a period not exceeding 4 months and for a sum not exceeding 500 rupees.

The amount may be said to be the same as that fixed by the English Act; but the Committee consider that the maximum should be much higher, as salaries paid to clerks and servants in India exceed, as a rule, salaries paid to similar employés in England; and they are of opinion that the preferential amount should be double the sum stated in the Bill—or say 1,000 rupees.

35. *Power to landlord to distrain for rent.*

The Committee would represent that as there is no

power of distress in the Mofussil a landlord there should have a preferential claim and be paid in priority as under clause 33.

37. *Interest on Debts.*

This clause defines no rate of interest to be allowed by the Trustee; in the High Court's ordinary original civil jurisdiction decrees ordinarily carry only 6 per cent interest, whereas in the Mofussil 12 per cent is the rate generally allowed on decrees.

The Committee suggest that some fixed rate be declared by the bill.

39. *Allowance to insolvent for maintenance or service.*

The Committee suggest that the consent of the *Comptroller of the insolvent's estate* and *not that of the creditors* should be given for such allowance. They have reason to believe that creditors have in some instances passed extravagant allowances to insolvents; and they recommend that this material power should not be exercised without the comptroller's sanction.

52. *Release of Trustees.*

The Committee are of opinion that some provision should be made for the payment of a Trustee's costs by a creditor who may without just cause or reason oppose the Trustee's release. The Trustee's costs in such a case should neither be borne by the insolvent's estate nor by the Trustee.

60. *Constitution of Court.*

It is submitted that the jurisdiction of the Court should be extended to the suburban municipalities: in the case of an insolvent living at Howrah, for instance, it would be a hardship on the creditors to be compelled to attend at Hooghly.

66. *Powers of Court to delegate authority.*

The expression "any other officer" is vague and the clause should, the Committee think, define the party to whom the Judges of Chief or Local Courts of Insolvency may delegate the powers vested in them by the Act.

74. *Examination of persons out of jurisdiction.*

This clause does not specify *by whom* such examination should be conducted; the examining parties should be indicated.

83. *Post letters addressed to insolvent.*

This clause should, in the Committee's judgment, embrace messages by telegraph as well as letters by post, to be dealt with in the same way as the latter.

These are the only clauses in the Bill which occur to the Committee as capable of amendment; in all the other provisions the Committee concur, and they believe that the modifications of the Insolvent Act of India as proposed by the Bill will be accepted by the commercial public as a satisfactory amendment of the law now in force.

The Committee beg you will do them the favour of placing this communication before His Honor the Lieutenant Governor with the expression of their regret that they have not been able to submit it earlier than to-day.

Memorandum on the probable effect of the opening of the Suez Canal on the Trade of Russia with the East Indies.

A memorandum on the probable effect of the opening of the Suez Canal on the trade of Russia with the East Indies was presented to the Chamber last November by His Excellency the Viceroy and Governor General; it contains much interesting and useful information relative to a trade which may hereafter assume considerable proportions; and as the details have reference to some of our own articles of export, and other goods of Asiatic origin, the Committee place the following extracts at the disposal of members.

Cotton.—Cotton is the most important article of trade between India and Russia. The quantity annually imported on the European frontier of Russia is nearly three million poods (48,000 tons). In 1868 a supply of 2½ millions was drawn from the following countries, *viz.*—

From	England	... 1,096,130	Poods.
,,	Prussia	... 1,030,206	,,
,,	Hanseatic towns...	... 52,859	,,
,,	Austria	... 12,737	,,
,,	Turkey	... 2,916	,,
,,	United States ...	... 115,253	,,
,,	Roumania ...	... 128	,,

The cotton spinners of Russia purchase the raw material in Liverpool and London through their Agents at those ports; but the bulk of the cotton used in Russia, and particularly at Moscow, is imported by the Bremen House of L. Knoop, who have Agents at Bombay and New York.

It is chiefly imported at St. Petersburg (1,228,405 poods), but a considerable quantity (848,545 poods in 1868) is brought over the land frontier from Konigsberg.

East Indian and Egyptian cotton is now being brought direct to Russia by the Suez Canal route.

The use of Egyptian cotton is very limited in Russia owing to its price, and particularly from its high quality.

It is used for spinning numbers above 60, whereas the Russian mills chiefly produced the numbers between 6 and 42. It is, however, being more and more used in spinning fine yarns for mixed woollen goods.

The present price of Egyptian cotton at Moscow is

R. 16 to R. 17 per pood (about £6-16-7 per cwt.), or between 1*s.* and 1*s.* 2*d.* per lb.

According to the Returns of the British Board of Trade, the cotton imported into Russia in 1867 had been derived from the following countries, *viz.*—

United States	... 205,435	cwt.
Brazil	... 80,920	,,
Egypt...	... 3,629	,,
East India	... 127,606	,,
Other countries	... 9,880	,,
Total	... 427,470	cwt.

Mr. Skalkoffsky states that the total quantity of Indian or Surat cotton now brought to Russia is 20,000 tons per annum. It is imported from Bremen as well as from Liverpool, and a small quantity comes in by way of Trieste, since the Railway Tariff between that port and St. Petersburg has been reduced to 70 copecks per pood (5*s.* 9*d.* per cwt.).

The use of Surat cotton in Russia is constantly on the increase, and keeps pace with the increase in the consumption of all cotton goods that are used by the masses of the people.

The yearly increase in the consumption of raw cotton in Russia is estimated by the manufacturers of Moscow at 3 per cent. It is now an article of prime necessity

in Russia, and the slightest fall in its price has the most favourable effect on its consumption.

In 1869 the prices of East Indian cotton at St. Petersburg fluctuated between R. 12¼ and R. 14½ per pood (£5-1-4 and £6-0-0 per cwt.).

In Moscow the prices are generally 50 copecks per pood (4*s.* 2*d.* per cwt.) higher.

The present cost of carrying East India cotton to Moscow is about 85 copecks per pood (7*s.* per cwt.), thus:

To Liverpool *vid* the Cape	30*s.* to 50*s.*	per ton.
„ „ Suez	60*s.* to 80*s.*	„
Liverpool to St. Petersburg, 20c. to 25c. per pood	33*s.* 4*d.* to 41*s.* 8*d.*	„
St. Petersburg to Moscow, 35c. per pood	58*s.* 4*d.*	„

Taking the freight of cotton from Bombay to Odessa by the Suez Canal at £3 to £4 per ton and by rail from Odessa to St. Petersburg at 60 to 70 copecks per pood (5*s.* to 5*s.* 9*d.* per cwt.), the cost of carriage by way of Suez will be slightly greater than *vid* the Cape, Liverpool, and St. Petersburg, but the gain in time by the former route will fully make up for the extra cost of carriage. Mr. Knoop, the great importer of cotton, is of opinion that 3,000 to 4,000 bales might at once be imported into Russia each month from Bombay by way of the Suez Canal and Trieste or Odessa, and that as much as a million poods (16,500 tons) per annum will,

in all probability, be imported into Russia by that route.*

The East Indian cotton that best suits the Russian market is the sawginned Dharwar, both the "fair" and "good" qualities.

There is no duty on the importation of raw cotton into Russia.

Indigo.—Russia makes use of 47,087 poods (757 tons) of indigo each year. It is imported from the following countries :—

From	England	19,561	Poods.
,,	Prussia	19,933	,,
,,	Italy	128	,,
,,	Holland	4,476	,,
,,	Greece	506	,,
,,	France	1,821	,,
,,	Austria	668	,,

St. Petersburg is the centre of the Indigo trade of Russia, as more than 35,000 poods are annually brought to that port.

* A great increase has taken place within the last years in the importation of cotton from Central Asia, which is supposed to be capable of producing 3 million poods annually (48,000 tons) *viz.*, Bokhara, 2 million poods, Khiva, ½ million, independent Khanats, ½ million, and, Kokan, 300,000 poods. The price of raw cotton at Tashkent has this year been R. 5-50 per pood (45s. 8d. per cwt. at 32d.)

The prices of indigo were as follows in 1869 :—

AT ST. PETERSBURG—

Bengal	.. R. 145 to R. 160 per pood	(£60	to £66-4-0	per cwt.)
Java	.. „ 135 to „ 180 „ „	(£55-17 0	to £74 9 0	„
Name illegible in original.	„ 115 „ 125 „ „	(£47-11-7	to £51-14-5	„

AT MOSCOW—

Bengal	.. R. 138 to R. 170 per pood	(£57-1-9	to £70-8-9	per cwt.).

The Russian import duty on indigo is R. 3 per pood (29*s.* 6*d.* (at the par exchange) per cwt.)

Rice.—The consumption of rice in Russia is comparatively insignificant. The prices were as follows towards the end of 1869 :—

AT ST. PETERSBURG—

Bengal	.. R. 2-40 to R. 3-20 per pood	(19*s.* 10*d.*	to 26*s.* 5*d.*	per cwt.).
American	.. „ 2-25 to „ 3-50 „ „	(18*s.* 7*d.*	to 29*s.*	„)

AT ODESSA—

American	.. R. 2·20 to R. 2-40 per pood	(18*s.* 4*d.*	to 19*s.* 10*d.*	per cwt.).
Italian	.. „ 2-60	(21*s.* 6*d.*		„)

The Russian Customs duty on rice is 50c. per pood, or 4*s.* 11*d.* per cwt.

Coffee.—Were it not for the competition of tea, coffee might become an article of great importance in a direct trade with the East. Nearly one-half of the coffee consumed in Russia is imported from England.

Notwithstanding a very considerable reduction of the duty on coffee (which is, since 1869, R. 1-50 per pood,

or 14*s.* 8*d.* per cwt. at par), its importance is but slightly on the increase. It is mostly used by the German and Finnish population of Russia and by the higher classes. It is also extensively mixed with chiccory.

The prices of coffee were as follows in 1869 :—

AT ST. PETERSBURG—

Best	.. R.	13·75	to	R.	17	per	pood	(113*s.*	8*d.* to	140*s.*	9*d.* per cwt.)
Middling..	,,	12 75	to	,,	13·75	,,	,,	(105*s.*	5*d.* to	113*s.*	8*d.* ,,
Ordinary..	,,	11·50	to	,,	12·75	,,	,,	(90*s.*	2*d.* to	105*s.*	5*d.* ,,)

AT MOSCOW—

Round	.. R.	14	to	R.	15·15	per	pood	(115*s.*	10*d.* to	120*s.*	per cwt.)
Inferior	.. ,,	12·50	to	,,	13·70	,,	,,	(93*s.*	5*d.* to	113*s.*	7*d.* ,,)

AT ODESSA—

Ceylon	.. R.	10·75	to	R.	11	per	pood	(89*s.*	to	91*s.*	per cwt.)
Inferior	.. ,,	8	to	,,	9	,,	,,	(66*s.*	2*d.* to	74*s.*	8*d.* ,,)

Ceylon coffee, of which the excellent quality is well known in Russia, will probably come into Russia in large quantities by the Suez route.

Spices.—The most important of these, in the Russian trade, are pepper, cloves, cinnamon, cardamom nutmegs, mace, ginger, &c. The prices were as follows in 1869 :—

AT ST. PETERSBURG—

Pepper, black	.. R.	7	to	R.	7·60	per	pood	(58*s.*	to	63*s.*	per cwt.)
Cardamon	.. ,,	120	to	,,	130	,,		(£49·13	to	£53·15	,,)
Cloves	.. ,,	7				,,		(58*s.*			,,)
Clove-heads	.. ,,	6	to	7		,,		(49*s.* 8*d.* to		58*s.*	,,)
Nutmegs	... ,,	28				,,		(£11·11·8			,,)
Mace	.. ,,	26						(182*s.*			,,)

AT ODESSA—

Pepper	..R. 7·20 to R. 7·30 per pood	(59s. 8d. to 60s. 6d.	per cwt.)
Clove-heads	.. „ 5	(41s. 5d.	„)
Cinnamon	.. „ 22	(182s.	„)

The duties charged on this importation into Russia are as follows:—

Cardamon, mace, nutmegs, and cinnamon	R. 2·50 per pood	(24s. 7d. per cwt.)
Cloves, pepper, ginger, &c.	„ 1·50 „	(14s. 8d. „)

Silk.—Russia imports only the higher qualities of raw and spun silk. She draws the bulk of her supplies of raw silk from the Caucasus and from Central Asia. Its importation from China and Japan is not expected to increase much. Mr. Skalkoffsky considers that about 6,000 poods (1,930 cwt.) may be annually brought to Russia by the Suez Canal at a cost of £20 per ton. The prices of Chinese silk were as follows at Moscow:—

Floss	R. 290 to R. 360 per pood	(£120 to £149 per cwt.).
Organzine	„ 450 „ „ 570 „	(£186 „ £236 „)

The import duties in Russia on silk are as follows:—

Silk, raw and waste ..	..	50c. per pood	(4s. 11d. per cwt.).
„ twist, tram, and organzine	R. 5	„	(49s. 1d. „)
„ yarn of silk waste ..	„ 4·50	„	(44s. 1d. „)

Tea—Mr. Skalkoffsky advises the merchants of Russia to send their tea to Odessa direct from Shanghai by way of the Suez Canal. By the overland route, through Mongolia, the tea of China takes 14 months to reach the fair of Nijni Novgorod, whereas by the Suez route it could come in 60 to 65 days from China. The sea-borne tea, which at present enters Russia, is princi-

pally shipped from London. Mr. Skalkoffsky does not think that much East Indian tea will enter Russia, where it is almost unknown.

The cost of carriage from Foochoo to Suez is abont 95c. per pood (7s. 10d. per cwt.), and that from Suez to Odessa 30 copecks per pood (2s. 6d. per cwt.)

The expense of carrying tea from Odessa to Moscow, inclusive of all charges for commissions, &c., is about R. 1-30 per pood (10s. 9d. per cwt.); consequently the cost of the tea shipped to Odessa from Shanghai is increased by R. 2-53 per pood (21s. per cwt.). On the other hand, the cost of carrying it to Moscow by way of Kiakhta is R. 8-80 to R. 12 per pood (£3-12-9 to £5 per cwt.), or 22 copecks to 30 copecks per Russian lb (8½ to 10½d. per lb. avoir) more than by Suez, independently of the great loss of time by the former route. By way of the Cape, the present cost of carrying tea is as follows:—

Freight, Shanghai to London, £6 to £8 per ton.
" London to St. Petersburg, 30s. " "
" St. Petersburg to Moscow, 50c. per pood (8⅓s. 4d. per ton.)
Total cost, R. 2-40 per pood (£19-16-8 ")

The prices of tea were as follows in 1869:—

AT ST. PETERSBURG—

Black Congou, 75c. to 100c. per lb. (2s. 2d. to 2s. 11½d per lb. avoir.)
" Souchong, 95c. to 100c. " (2s. 10d. to 2s. 11½d "
Flowery Pekoe, 150c. to 200c. " (4s. 5d. to 5s. 11d "

AT MOSCOW—

Canton (sea-borne) tea, 85c. to R. 1 per lb. (2s. 6d. to 2s. 11½d. per lb.)

AT ODESSA—

Tea, 1st sort	.. 160c. to 200c. per lb.	(4s. 8½d. to 5s. 11d. per lb.)
" 2nd "	.. 120c. "	(3s. 6½d. ")
" 3rd "	... 100c. "	(2s. 11½d. ")

The duty on tea imported on the overland and maritime frontiers of Russia in Europe is as follows :—

Flowery, green and yellow, R. 22 per pood, or £10 16 3 per cwt.
Ordinary black and brick tea, R. 15-40 ,, or £7-11-3 ,,

Rhea Fibre Fabrics.

The Government of India having forwarded for the inspection of the Chamber samples and specimens of fabrics manufactured in England from *Rhea* or *China-Grass* the Committee were glad of the opportunity of inviting the attention of members to an exceedingly interesting collection of well assorted patterns. The specimens having been exhibited for several days were returned to the Home Department.

For many months past the attention of the public has been specially drawn by the Government of India to the removal of the only real difficulty that appears to exist in the way of a large trade in the fibre : there is, they say, a practically unlimited extent of country in India where the plant can be grown ; and if some process can be devised for separating the fibre and

bark from the stem, and the fibre from the bark, the Rhea would become an important branch of Indian commerce. A prize of £5,000 has been offered for any machine and process that will fulfil the conditions and requirements proposed by the Government, and it is to be hoped that a successful competitor will early introduce some useful invention for turning to profitable account an article that promises to form one of the staple products of India and to be materially acceptable to the cotton and woollen industries of England, by whom it may be converted into an important addition to the textile fabrics of British manufacture.

The annexed papers contain the only information the Chamber possesses on the subject, and may be useful to those members who are interested in the production of the fibre.

From Major E. Paske, London, to the Secretary to the Government of the Punjab.

Peumain Manor, North Wales, the 19th September 1870.

Since my return to England, I have endeavoured to ascertain how far there is any prospect of developing

a trade in the Rhea or China grass fibre. The result of my enquiries I have now the honor to lay before the Punjab Government.

The Government are aware that, while in charge of the Kangra District, I frequently brought to notice the operations of Mr. J. Montgomery, who had established a small China grass plantation on his estate—the Ram Bagh, Kangra. I took an interest in the undertaking, because I felt assured that if the cultivation of China grass was extended, and the manufacture of the fibre properly developed, it might become a staple article of commerce.

But as the Government are further aware, circumstances prevented the extension of Mr. Montgomery's operations. Want of capital and many other difficulties, against which he contended with much courage and praiseworthy perseverance, brought his operations to a stand-still. For the last three or four years Mr. Montgomery has simply cultivated the plant without having the means of utilizing the fibre ; hoping, but in vain, that others, sensible of the importance of the experiment, might be induced to co-operate in furthering the undertaking. Whatever results may follow the introduction of China grass cultivation in India, to Mr. Montgomery is due the credit of having brought this valuable product into the Kangra District; and his experiments have fully proved that the soil and climate of the valley are admirably suited for the cultivation of the plant. He may have to succumb under the pressure of his difficul-

ties, but it is probable that others may profit by his experiment and build success upon his failure.

The Government of India, ever deeply interested in the development of the resources of the country, instituted enquries upon the subject of China grass cultivation. It was ascertained that there is a pratically unlimited extent of country in India where the plant could be grown, and that the only real obstacle to the development of an extensive trade in the fibre is the want of suitable machinery for separating the fibre and bark from the stem, and the fibre from the bark,—the cost of effecting the separation by manual labour being too great. The requirements of the case were found to be some machinery or process capable of producing with the aid of animal, water, or steam power, a ton of fibre of a quality which shall average in value not less than £50 per ton in the English market, at a total cost—all processes of manufacture and allowance for wear and tear included—of not more than £15 per ton. In order to stimulate the invention or adaptation of such machinery or process, the Government of India offered a prize of no less than £5, 000 for the machine or process that would best fulfil all the requirements named above.

When returning to England in January last, I secured from Mr. Montgomery's plantation a few samples of the China grass fibre in its natural state, in different stages of manufacture, and as dyed by the common bazar dyes of India. These samples I forwarded to Manchester and

Liverpool, where they were exhibited in the Chambers of Commerce. In both towns the samples were inspected by a large number of persons, and excited considerable interest. In Liverpool the Chamber of Commerce resolved that the importance of the article could hardly be exaggerated, and the Council decided to call the attention of the Chambers of Commerce of Leeds and Belfast to this product, and to the fact that the Indian Government were offering prizes for machines to prepare it for the market.

The exhibition of the samples in Liverpool and Manchester led to my receiving letters from several merchants and others, making enquiries regarding the prospects of China grass cultivation in India, and applying for detailed information relative to the conditions of the grant of the Government prize of £5,000 offered for the invention of suitable machinery for the manipulation of the fibre. These communications were so numerous, that I deemed it advisable to visit Manchester and Liverpool, and confer personally with some of those who had addressed me by letter. Unfortunately just as I visited those towns, war was declared between France and Prussia; the declaration was followed by sudden panic on the stock exchange and in most branches of commercial business. Numerous failures took place, and there was general anxiety and depression. The state of affairs was such that few would turn their minds to any consideration of the prospects of developing a new product.

Still I found some influential men willing to enter upon the subject, and anxious to receive such information as I could afford relative to the prospects of China grass cultivation and the manufacture of the fibre. I learnt enough to satisfy my own mind that—granted the conditions of extensive cultivation of the plant in India, the provision of adequate and suitable machinery for the manipulation of the fibre, and the delivery of the manufactured fibre in England at prices varying from £40 to £50 per ton—China grass fibre would become a very important staple article of commerce, extremely valuable both as a substitute for cotton, and as a substance for mixture with cotton or silk in the manufacture of textile fabrics. Among the advantages possessed in this fibre may be mentioned its length and strength and the soft silky nature of the filament.

But the best proof of the utility of this fibre and of its great capabilities is afforded in the excellence and beauty of the fabrics into which it has been manufactured in England. Through the kindness of Messrs. Harold and Brassey, of Liverpool, I have secured and submit with this letter an assortment of patterns of textile fabrics manufactured from the fibre in this country ; these, as will be seen, are of considerable variety. Accompanying the samples is a specimen of the fibre manufactured by English machinery in England, also some of the yarns ready for weaving. I would suggest that these samples might be exhibited at a meeting of the Agri-Horticultural Society at Lahore,

and they might be shown to parties interested in the extension of China grass cultivation in India.

I here submit in original the most interesting among the communications I have received on the subject of China grass fibre.

Prominent among these will be noticed the letters of Messrs. Harold and Brassey, of Liverpool, who have taken a lively interest in the matter of bringing this fibre to the notice of the public, and to whom I am indebted for much assistance in the prosecution of my enquiries. Mr. J. Harold appears to have studied very closely the conditions of trade in India; his intimate knowledge of the various products and of the trade routes of Northern India is remarkable, considering that he has never visited the country. It is this gentleman who suggested to me the advantages that might result if manufacturers in England would send goods to India to be exchanged by a system of barter at Paris, and at large entrepots of trade for the raw products of the country, a proposal to which I have made allusion elsewhere. Messrs. Harold and Brassey, I believe, have it in contemplation to adopt the plan, and I was shown samples of woollen and other fabrics that the firm proposed to send to large towns in Northern India to be exchanged for the raw products of the country. If the scheme is adopted by them, I am sure the spirited efforts of Messrs. Harold and Brassey will deserve all the encouragement that can be afforded by the Local Government.

I would also draw attention to the letters of Messrs.

William Weild and Company, machine-makers of Manchester, who are now engaged in preparing machinery for the manipulation of the China grass fibre. When recently at Manchester, I was informed by one of the partners that the firm was prepared to expend some thousands of pounds in perfecting the machinery, so assured were they of the excellence of the fibre, of its capabilities and of its adaptability for the English market.

There will also be found a letter from Mr. Taylor Burrows, who was long engaged in the cultivation and manufacture of various fibres in America, and who has had a large experience in the treatment of China grass in this country. He gives it as his opinion that the want of adequate machinery for the manufacture of the fibre is the only reason why China grass has not forced its way into public favor.

While manufacturers at Home appear fully alive to the importance of the China grass fibre, and would probably avail themselves of all the supplies of this fibre that may hereafter be shipped from India, I do not see any present prospect of their taking the initiative and adopting any measures towards facilitating the production of the fibre. The Lancashire manufacturers, if their sentiments are rightly represented by the Manchester Chamber of Commerce, profess a deep interest in the development of the resources of India, and a desire to aid in removing all hindrances to commerce. But as with individuals, so with communities—self-interest forms a very strong motive power for action. Lancashire's great interest in India commenced when there was a desire, and a neces-

sity, to secure that country as a cotton plantation to supply the deficiency created by the collapse of the markets in the Southern States owing to the civil war in America. But the Southern States are now fast recovering, and with the advantage of Chinese immigration for the supply of labour, there seems every prospect of the country being brought to a power of production far greater than was enjoyed before the War of Secession. As the result of my observations while in Liverpool and Machester, there seems to me a disposition among the manufacturers to rely more upon the American market, and to think less and less of Indian cotton. As a consequence, there is not now so deep an interest in the development of the resources of India.

From—J. HAROLD, Esq.

In the *Manchester Guardian* of to-day, I notice the publication of a copy of a letter which you had addressed to the Secretary of the Manchester Chamber of Commerce, respecting the cultivation of China grass in the Kangra Valley.

If, when the documents you mention are returned to you, you could favor me with a perusal of them I should feel greatly obliged; or if you would kindly request the Secretary of the Chamber to send them to the above address when they have served their purpose at Manchester, I would guarantee their safe return to you.

I may mention that I am in frequent communication with Mr. T. D. Forsyth, our Commissioner at Jullunder,

who, as you are no doubt aware, takes a warm interest in the development of the Central Asian trade ; and only on Thursday last, I had a letter from Major White, of the Dhurmsala Tea Plantation, wishing to act for us as agents in that district in the place of Captain G. Duff, who had been recommended to us by Mr. Forsyth, but who, from his having accepted an appointment under Government in connection with the Forest Department, was precluded fron acting for us.

The question of introducing China grass as a material in connection with our textile fabrics has long engaged my attention, and I am now in correspondence with a friend in Ghurwal respecting it.

I take the liberty of enclosing the card of my firm and to remain, &c.

From—J. HAROLD, Esq.

The specimens of China grass have just come in from Manchester. In the morning I will see the President of the Chamber of Commerce in reference to their exposition among the members.

In the meantime, if you will kindly let *us* have an introductory letter similar to that you sent to the Secretary of the Manchester Chamber, *I should feel obliged.*

After they have been done with here, *I will* have the specimens taken to Huddersfield and Wakefield, in both of which towns we have correspondents, if you will grant

the requisite permission. I think they will create more interest there than in Manchester, being better adapted for the Yorkshire industry (woollen) than that of Lancashire.

From—J. HAROLD, Esq.

This morning I have had a long interview with the Chairman of our Chamber of Commerce. He evinced a very warm interest in the specimens of China grass, especially those which we coloured, and will exert himself to bring the subject prominently before our members.

He also suggested that, as the British Association was going to hold its annual meeting in Liverpool this year (September), it would be a favourable opportunity for you to read a paper on the trade products &c., of that part of India in which you are located, if you are so disposed,

I enclose you a cutting from one of our local papers which seems to have a bearing on the subject you mentioned in a former letter.

From—J. HAROLD, Esq.

I will take care that you have six copies of the report of the Chamber's proceedings, respecting the China grass. I was yesterday at a Committee meeting of the Council, explaining the objects of the Indian Government, in offering the premiums, &c. A meeting also of the Cotton Brokers' Association was held in the same room, the members of which were exceedingly interested in the specimens. You shall have pieces of all the fabrics I have to send to India.

By the last Bombay mail, I see that at least *one machine* has been sent in, which appears to answer the purpose. In a few days, a preliminary notice will appear in the papers calling public attention to the specimens on view at the Chamber of Commerce.

From—Messrs. HAROLD BRASSEY & Co.

We have to acknowledge the receipt of your letter of the 30th April, referring to the subject of China grass cultivation in the Kangra Valley.

With this communication we also received specimens of the fibre, in its various stages of preparation by hand labor, which have been grown in the Ram Bagh, in the Kangra District.

Conceiving the subject to be one of primary importance to the manufacturing interest of the country, we placed ourselves in communication with the President and Council of the Liverpool Chamber of Commerce. The value of the fibre, as an article of trade, was at once recognized, and the Council, in order that the fullest publicity might be given to the subject and to the premiums offered by the Governor General of India for the best machines for rendering the fibre available as an article of export, granted permission for the exhibition of the specimens in the Chamber; while there they attracted much public attention, as well among brokers as merchants; and it was generally conceded that the article, if regular supplies could be depended upon, would become

one of great importance to the manufacturing industry of the country.

The Council of the Chamber communicated also with the Chambers of Leeds and Bradford, to whom specimens of the grass have been forwarded at their request.

With the view of showing the full capabilities of the fibre for manufacturing purposes, we procured a large assortment of textile fabrics, as manufactured from it in this country. These were of considerable extent and variety; and, being exhibited simultaneously with the specimens of the grass in its manufactured state, afforded convincing proof of the wisdom of the Indian Government in offering so liberal a premiun for the invention of a machine adapted to prepare the grass properly for the Home markets.

In compliance with your request, we beg to place these patterns at your disposal, with the view to their being forwarded to the Punjab Government. We accompany these with a specimen of the fibre manufactured by English machinery in England, which will, we believe, prove specially interesting, and show that with proper care it may become a substitute for the much more expensive article, silk.

We may add that the Members of the Council, while bearing testimony to the commercial value of this particular product, gave unanimous expression to the gratification they felt in witnessing the deep interest which the

officials in India generally are taking in the development of the natural resources of that vast country.

From—Messrs. WILLIAM WEILD & Co.,

Yesterday we had the pleasure of inspecting the various samples of the China grass you sent the Manchester Chamber of Commerce.

We are wishful of giving the matter our special attention, and, if possible, to produce machinery to manufacture the same, so as to make it a marketable commodity. To enable us to do so, and for experimenting purposes, it would greatly assist us if you could send a quantity of the raw material; also samples same as you sent the Chamber of Commerce, with the exception of the dyed samples, along with any other information you may think desirable.

We may mention that our Mr. Weild had considerable experience some years ago in trying to extract the fibre from the plantain tree or bread fruit, and other trees grown in India; also for the last 25 years, he has given manufacturing machinery in all its branches special attention.

From—Messrs. WILLIAM WEILD & Co.,

In our last we owned receipt of your parcel; since then we have been giving the subject our special attention, and have pleasure in enclosing you a sample of our experiments so far for opinion.

Particulars of sample.—After the fibre was taken from the stick, the weight was 140 grains ; and by putting it through its operation, the enclosed sample came out, showing the weight to be 70 grains ; consequently it shows that the fibre contains 50 per cent. mucilage.

As near as we can make out, the cost of bringing the fibre like the enclosed sample will be 1*d* per lb.

The white sample we got roughly bleached ; but the brown sample is just in its raw state.

As yet we have not written to Mr. Montgomery for the quantity of the fibre, being desirous to hear your views on our first experiments ; also if the fibre was brought by manufacture like the enclosed sample at a cost of about 1*d.* per lb, if it would be what is required by the Indian Government.

From—Messrs. WILLIAM WEILD & Co.,

We duly received yours of the 14th instant, for which accept our best thanks, and were pleased to hear that our first trial meets your approbation. The only information we have on the subject in respect to conditions and requirements is what we gathered from the *Manchester Examiner* and *Times* paper of April 9th, wherein is inserted a copy of your letter of April 4th that you wrote to the Secretary of the Manchester Chamber of Commerce; and your letter says that the Indian Government have offered a reward of £5,000 for the invention of machinery required for the manufacture of fibre from

China grass ; therefore would esteem it a special favor, if you have any further papers you could send us for perusal, so that when we try it on a more enlarged scale we may be better able to watch all points, and be in a better position, after perfecting the different machinery, to lay a proper statement of cost, &c., before the authorities.

By this mail we are writing to Mr. Montgomery, asking him to send us over a ton of the raw material to manufacture into fibre ; also, to further our ends, we are sending him a full report and copy of our correspondence up to this date, which, we sincerely hope, will be in accordance with your views.

We should like to be informed if you think it desirable we should get some of the fibre manufactured, say, into yarn, some wove into cloth, also some of the fibre simply bleached like the sample sent the other day, but of course with more care, and some of the fibre left in its natural state after manufacture ; or is it sufficient that we simply bring it into its raw natural state, same as the brown sample sent ?

We should like to know also, if possible, if the manufacture of the fibre has been tried in India, and how far they have progressed,—*viz.*, if they have used any machinery at all, or if they have only simply manufactured it by hand and brought it only to the state like the samples you sent the Chamber of Commerce, which we saw. Many thanks for your past kindness, and soliciting your reply at convenience, &c.

From—Messrs. William Weild & Co.,

We duly received your two kind favors, and beg to say that your first as well as your second would have received earlier attention, had our Mr. Weild not been away at the seaside on account of health.

We have gone carefully into the matter respecting the utility of extracting the fibre from the raw China grass plant, and have come to the conclusion that the staple, if properly manipulated, and the fibre brought out in manufacture at a cheap rate, so as to be able to be manufactured into cloth, &c., by the same system and machinery as is used in cotton manufacture, that it might be easily put into the market in England and elsewhere, and in our opinion, seeing that the fibre is of such a great length as compared with cotton that probably it might be mixed with the shortest staple cotton, so as to make yarns equal to those made out of the best sea island cotton, and moreover that the China grass fibre is so exceedingly strong, it would be a pity to weaken it in manufacture, consequently it is a great point to observe in the preparing of the fibre not to weaken it.

We are only too sorry that just now we are unable to give you any statistical information, or give you any particulars respecting our method on account of its not being as yet complete, but you may rest assured that you will be the first we shall explain and show you our whole process in operation, that is, providing we can manage to get a sufficient supply of the raw material.

We have received a long and very kind letter from Mr. Montgomery, also a parcel weighing 3lbs. of bark, which, we think, in the first place, will be quite sufficient for experiment, which we purpose doing shortly, taking care to get an accurate idea of the cost.

From—T. BROWNING, ESQ., Secretary, Chamber of Commerce, Manchester.

Agreeably with your request I have to-day forwarded by rail to Messrs. Harold Brassey and Company, Liverpool, the specimens of the China grass and the accompanying documents which you were good enough to send down for the inspection and information of the Chamber.

The only means by which the Chamber could possibly promote the introduction of the grass for commercial purposes was by giving publicity to your proposals through the local press, and there being nothing in the letter you forwarded which might be assumed as addressed to the Chamber exclusively, as the best method of introducing the subject to public notice your letter was forwarded to the papers. I shall regret if in adopting this course, without in the first consulting you, it should have your disapproval.

We have had several visitors at the Chamber to inspect the specimens, and, as it would appear, the grass is by no means unknown to our manufacturers.

A Mr. Taylor Burrows of this city has sent a specimen also for inspection, and refers to a machine he had at work at Nicaragua for cleaning the "Cobarya" and Peta fibre, and which he does not doubt would clean the China grass equally well.

I have referred him to you for any information he may request.

From—WILLIAM BLOOD, ESQ., Secretary, Chamber of Commerce, Liverpool.

To—Messrs. HAROLD BRASSEY & Co.

In answer to your letter of the 17th May, addressed to the President, I am to acquaint you that your communication, together with the samples of Rhea or China grass in its natural state, in different stages of manufacture, and as dyed by the Natives of India, forwarded to you by Major E. Paske, Deputy Commissioner of Kangra Valley in the Punjab, have been before the Committee on Colonial and Foreign Trade, and the Council of the Chambers.

The members of the Committee and of the Council at the meeting referred to manifested the warmest interest in the subject of your letter, and in the specimens of China grass to which it referred, and I am to add that the Council were glad and happy to comply with the request of Major Paske to introduce the samples of the grass to the notice of the members of the Chamber. The

attention of the Chambers of Commerce at Leeds and Belfast has also been invited to the China grass.

The grass has been in view for several weeks here, and has been visited by a large number of persons.

Rhea or China Grass.

The proceedings of the Colonial and Foreign Trade Committee contained a letter from Messrs. Harold, Brassey and Company, stating that Major E. Paske, Deputy Commissioner for Kangra, had forwarded them samples of the Rhea or China grass in its native state, in its manufactured state, and as dyed by the Natives of India, with the request that they might introduce it to the notice of the various Chambers of Commerce. The fibre was prepared at a small plantation in the Punjab. The tract of country over which it could be grown was unlimited, the only obstacle being the want of suitable machinery for the preparation of the fibre for transmission to the Home market, the cost of the preparation by manual labour being found too heavy. The writers of the letter asked the sanction of the Chamber to exhibit the specimens in the rooms of the Chamber, and to use their best efforts to draw public attention to them. The Committee recommended that this should be done. The grass, it is stated, when properly manipulated, forms one of the most durable and silky filaments. The Government of India, impressed with the favourable character of the soil and climate of that country for its cultivation, has offered the magnificent premiums of £5,000 and £2,000 for the two machines which shall most efficiently

prepare this beautiful fibre for the Home markets. Mr. Trimble, who moved the proceedings of the Committee, said the cost of preparing the fibre of the grass by manual labour was great, and the object of the Indian Government was to have machines produced for its preparation at a cost not exceeding £15 per ton, so that it might be brought into the English market at a cost of something like £50 per ton. Mr. Patterson said the importance of the article could hardly be exaggerated. The Council decided to call the attention of the Chambers of Commerce of Leeds and Belfast to the product, and to the fact that the Indian Government were offering prizes for machines to prepare it for the market.

From—T. BURROWS, ESQ.

I called at the Chamber of Commerce in this city a few days ago, and saw the *China grass* fibre in its various stages, and submitted to Mr. Browning a small piece of same *combed*, which I have had in my possession some time. I also stated to him that I had had a machine in Nicaragua, which would cleanse the fibre thoroughly and expeditiously.

In 1867, in company with a gentleman in San Francisco, I tried to introduce the *China grass* culture into California, the low flat lands of Sacramento valley being peculiarly adapted for it, but for several reasons failed to do so. At the time a company was formed in San Francisco, calling itself the California Commercial and Manufacturing Company, of which I was offered the

management at the works. They purchased a large property at San Rainen near Leon in Nicaragua, where I proceeded ; and after getting the land to some extent (nearly 2,000 acres) planted with the Cabrya fibre (a kind of jute), the Company found itself short of money and collapsed.

During this time, however, I had got my machine to work, and thoroughly tested it in every way, on the various fibres of the country, such as Cabrya, Pita, and Pinnela, and found that with a little modification (which I could not carry out for want of suitable tools) it cleaned away the woody matter from the fibre in a manner highly satisfactory. Unfortunately the China grass which we were expecting from Japan had not arrived before the Company failed, so that I had no means of trying it with the machine.

I have had a large experience in the treatment of *China grass* in this country, both in bleaching, spinning and manufacturing it. In fact, I was connected with Messrs. Marshall and Company, when they first introduced the fibre, Mr. Dahman having stopped at my house several weeks, when we tried various experiments on the fibre.

As a fibre, it is in good favor with manufacturers, but the price of the *raw material* has hitherto been a serious obstacle in its way; this can only be removed by *cheap production.* The fibre itself *grows cheap,* but however cheap it is raised, and however cheap labor may be,

yet without adequate *machinery* it will never become a really *commercial article.*

This is the only reason why China grass has not forced its way into public favor. It ought to be offered here at £30 or 40 per ton, when it would in a short time become *a staple article of commerce.*

The machine I can make would cost, say £200 or £250, and with it I would undertake to produce say 500lbs. and upward daily of cleaned fibre; four men will work a machine well, so that with five of them in a plantation, a good supply of the material could be obtained *cheap.*

A most important consideration in the production of this fibre is easy *transport* for shipment, so that lands not far from *the sea* or bordering a good navigable river are desirable.

If the subject be worth your attention, I shall be glad to hear from you at your leisure.

From—T. H. THORNTON, ESQ., D. C. L., Secretary to the Government of the Punjab.

To—Major E. PASKE, on leave, Peumain Manor, North Wales.

I am desired by the Hon'ble the Lieutenant-Governor to acknowledge the receipt of your letter of the 19th

September last, received through Her Majesty's Secretary of State and the Government of India, and to convey His Honor's thanks for your papers, and the samples of fabrics made from the Rhea fibre.

2. Copy of your letter and the samples will be transmitted, as suggested by you, to the Agri-Horticultural Society of the Punjab.

Publication of Weekly Statements of the Prices of Grain in the Upper Provinces.

There has been a good deal of correspondence between the Government of India and the Government of the North-Western Provinces on the subject of the continued publication of the weekly returns of rates ruling for various kinds of grain in the markets of those provinces.

The Lieutenant-Governor considered the expense of preparing and publishing those statements very heavy, that the necessity for the returns had passed away, that the weekly statement should be dispensed with, and that a monthly price current would be sufficient for all practical purposes. The Government of India however thought it inexpedient to discontinue the publication, but directed the gratuitous distribution to be greatly curtailed, if not altogether done away with, and the expenses to be largely reduced.

The correspondence having been submitted to the Chamber, the Committee forwarded the following reply :—

From Chamber of Commerce to Govt. of India.

Calcutta, 26th October 1870.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 4528 of the 5th instant on the subject of the continued publication of weekly statements of prices current in northern India.

The Committee desire me to express their obligation to Government for the liberality with which that publication has been furnished for distribution among members of the Chamber.

The statements have been exceedingly useful, and although the Committee lately requested the Government of the North Western Provinces to discontinue the usual supply to the Chamber in consequence of the special necessity for these reports having passed away, they are of opinion that, with the view to preserve a series of valuable statistical records, the weekly statement should not now be dropped.

The publication has been maintained for several months ; it has been organised after considerable experience ; and it would be difficult perhaps to restore it if its reissue were hereafter rendered expedient.

The Committee take the liberty of recommending that these statements should be published in either the "Gazette of India" or "Calcutta Gazette," in addition to the official Gazettes referred to in the 3rd para of Government of India letter of 10th June last to the Government of the North-Western Provinces.

Bar Silver.

The Mint Master of Calcutta, in a circular dated 16th January last, recommended importers of silver bullion to limit the thickness of ingots to 2½ inches, as it was difficult to cut them of larger size; and as it was much to their advantage to have silver cut instead of melted, he hoped a proper representation would be made by them to their Home and Foreign Agents to enable him to facilitate bullion operations, especially at times of large importations.

The Committee forwarded a copy of Colonel Hyde's circular to Messrs. Pixley, Abell, Langley and Blake, bullion brokers, London, for their information and guidance.

Piddington Fund.

The Committee gladly record two most liberal contributions to this Fund—*viz* Rs. 677-2-5 col-

lected by the Shanghai Chamber of Commerce; and Rs. 982-8-0 amount subscribed by members of the Asiatic Society and collected by a mittee of the Council appointed for that purpose.

Address to Sir Wm. Grey.

In view of the approaching retirement of the late Lieutenant-Governor of Bengal, the Committee suggested to the Members of the Chamber some recognition of his long career of service, and especially of the interest taken by him in the Commerce of Calcutta. The proposition met with cordial approval, and upon the 27th February the Chamber had the pleasure of presenting to Sir William Grey a valedictory address, which, together with his reply, will be found herewith. The Committee have reason to know that the late Lieutenant-Governor was much gratified with this mark of appreciation on the part of the Chamber, and they have taken the necessary steps to give practical effect to his compliance with their wish that his Portrait should be taken to be placed in this Hall.

The Address.

TO THE HON'BLE SIR WILLIAM GREY, K. C. S. I.
Lieutenant-Governor of Bengal.

HONORABLE SIR,

We, the undersigned, Members of the Bengal Chamber

of Commerce, desire to convey to your Honor the expression of our sincere regret at your impending resignation [redacted] high office you hold and early departure from this country.

It is needless for us to dwell upon the magnitude and importance of the duties and responsibilities devolving upon the Lieutenant-Governor of Bengal,—the most extensive of the Provinces of British India; but we desire to place on record our sense of the zeal and devotion with which you have discharged those functions, and to assure you that in our judgment the Administration now drawing somewhat prematurely to a close has been alike of signal advantage to the State and conducive to the enhancement of your own reputation.

As representatives of Commerce on this side of India, we tender to your Honor our cordial thanks for the interest you have shewn in all relating to its progress and development,—for the many opportunities you have afforded us of laying our views on subjects affecting it before the local Government,—and for the courteous and liberal reception you have at all times accorded to the recommendations and suggestions we have put forward on its behalf. To many of our wishes you have been pleased to give practical effect, and in those instances where you have felt unable to grant our requests we have never doubted the sincerity of the convictions which influenced your refusal.

To your Honor's Administration belongs the lasting credit of having afforded to the Port of Calcutta some of

BOMBAY BRANCH OF THE LIBRARY

REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st May to 31st October 1871.

Calcutta:

PRINTED BY CONES AND CO., No. 19, LOLL BAZAR.

1871.

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Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce held on Saturday, the 16th December 1871.

The Hon'ble J. R. Bullen Smith, *President,* in the chair.

The Chairman opened the proceedings by reading the advertisement convening the meeting, and in moving the adoption of the half-yearly report drew attention to the subject of the five-per-cent loan of 1856-57, and observed that this was a subject in which the Committee had thought they should take immediate action. He observed that the main provisions of the conversion were such as no exception could perhaps be taken to, and the eagerness with which holders had come forward and taken up the loan showed that the terms were liberal. But the subsidiary arrangements, he remarked, were in some respects decidedly objectionable. For instance, it had been decided that the option of conversion was to be determined by priority of application, dating from the issue of the notification. Now, by this ruling, the choice was practically denied to many ; for the securities of the new five-per-cent loan were, in common with

others, largely held in this city by the banks and various agency houses on behalf of constituents absent from this country, and were in many cases only accompanied by a power of attorney to draw interest, leaving the securities themselves to be dealt with, as regarded sale or transfer only, under instructions and special authority transmitted by the owners from time to time. This ruling had put those holding securities on behalf of constituents in a position of much doubt and perplexity, for they were either to take upon themselves the responsibility of acting without instructions, or passively permit their constituents to run the risk of being shut out altogether from the advantages which conversion appeared undoubtedly to confer. Thus, the choice was practically denied to many, for Government refused to accept applications unless the papers came in accompanied by a power of sale, which, within the limited time allowed, was, in consequence of the absence of holders from this country, impossible to be transmitted. He referred to the able letter on the subject from Madras, printed in the report; and he entirely failed to see how the interest of Government could be damaged had they given previous notice putting people on their guard. He regretted that the representation of the Chamber had failed.

The next subject which called for a few remarks was the decimal sub-division of the rupee. He reminded the members that some months back the Committee received from the Government of Bengal sundry papers on this subject, accompanied by a request for the expression of their opinion as to whether the proposed change was desirable. Although he was fully impressed with a sense of the advantages of a decimal system considered generally, yet he thought that there was no practical necessity for the decimalisation of the rupee. He referred to Mr. Molesworth having introduced a decimal system in Ceylon, and observed that that gentleman, impressed with its successful acceptance there, had ventured to hope that a somewhat similar system might be inaugurated in this country: but he thought that the question was altogether different as regards India, for the rupee had already been otherwise divided, whereas in Ceylon it was not so. He further thought that the adoption of the proposed system was to be deprecated as tending to harass and disquiet the masses of the people without securing for them any corresponding advantage. The decimal system had been rejected in England after the most searching inquiry into every circumstance that could be conceived as likely to be advantageously affected by the

change ; and such having been the case in England, the necessity was greater for abstaining from doing anything which was opposed to the established habits of the people of this country, who viewed with suspicion all such changes. He said in conclusion that the Madras Chamber of Commerce had addressed the Government on the subject to a similar effect, and he hoped that the measure would not be pressed forward.

In thus giving an opinion against the decimal sub-division of the Rupee, the Committee had not, however, been inconsistent with their late assent to the introduction of a decimal system of weights and measures. In respect of these no uniformity existed throughout the country, they differed in every zillah, he might almost say in every bazar ; and this being so, while it was very desirable to have uniformity, and necessary for this end to introduce a system altogether new, the decimal sub-division appeared undoubtedly the most desirable to adopt.

The next subject for remark was the Paumben Channel. In their last report the Committee alluded to the increased attention which the opening up of this channel between the mainland and Ceylon was attracting in England, and they had since received from Government a number of papers on the subject, which were embodi-

ed in the report. In response to the request for an expression of their opinion, the Committee had no hesitation in stating their belief that the opening up of the passage would be to the already large and rapidly increasing steam-trade a substantial and decided benefit, affording as it would to steamers a saving of over 700 miles of distance and corresponding economy of fuel. More recent papers showed, however, that the expense of the project would be very much larger than was originally supposed, and it was for Government to consider whether the shipping likely to pass through the channel could bear the amount of toll which would be required to cover the outlay.

The Chairman said that complaints had reached the Committee that octroi-duties were being levied at certain stations of the North-West and the Punjab in such a manner as to invest them with the character of an inland transit duty. The Committee accordingly addressed the Government of the N. W. Provinces, by whom they were informed that within the limits of that Government every precaution was taken to prevent the octroi being a transit duty, and that the Committee had been wrongly informed on the subject. He was glad that the Committee had such an authoritative denial of the practice alluded to, and he hoped that the results of the inqui-

ry instituted in the Punjab and the Central Provinces would be as satisfactory as the present assurance.

The Chairman said that the recent occurrence of another disastrous fire in a jute screw-house situated in the very heart of the business part of the city, had anew forced upon the Committee the necessity of moving in the matter of protection from similar danger. The local Government recognized the importance of the subject, and within the last few days had submitted to the Committee draft of the Bill which it was proposed to pass in the local Council for the more effectual control of jute screw-houses and depôts, but in his opinion the Bill did not go nearly far enough. It seemed to him, the Chairman, that there was no middle way in this question, and that proper protection could only be arrived at by the absolute removal of all such places beyond the limits of the town, where operations in this inflammable article could be carried on with less risk to property generally. He was glad to see one of the Members of the Chamber who now sat in the local Council, Mr. Colvin, had advocated this view when leave was asked to introduce the Bill, and he hoped this course would be adopted. But should this measure be thought too extreme, and that an alternative one must

be accepted, then he, the Chairman, trusted the Bill would be made more stringent, leaving less to the discretion of Magistrates and others, and providing specially by legal enactment for various points such as that no work should be done in any compound, court or other uncovered space attached to any jute screw-house or godown; that all such places should have pucca roofs and be protected by fire-proof doors and shutters, &c., &c. The Chairman then moved the adoption of the Committee's Report which was seconded by Mr. A. C. Pott and unanimously carried.

The Chairman next presented to the meeting the new tonnage schedule lately drawn up by the Committee, in concert with various other Members of the Chamber who had been kind enough to assist in the work. He pointed out some of the chief alterations and additions which had been made, finally moving the adoption of the schedule. A lengthened discussion ensued, chiefly as to the advisability of reducing the measurement ton of cotton, jute and similar articles from 52 to 50 feet, on which subject much difference of opinion existed,—resulting in the following resolutions :—

1*st*.—Proposed by Mr. E. C. Morgan, and seconded by Mr. Abbott, *that the revised sche-*

dule be adopted, with the amendment that the ton of jute, cotton, and similar articles now set down at 52 *feet, be altered to* 50 *feet.*

Amendment proposed by Mr. VanCutsem, and seconded by Mr. Vlasto, *that the schedule remain unaltered,* was lost.

2*nd*—Proposed by Mr. Cox, and seconded by Mr. Duncan, *that so much of the first foot-note to the schedule as refers to measurement on the wharf be omitted.*

Amendment proposed by Mr. Whitney, and seconded by Mr. Abbott, that the words "*within a radius of five miles from the Custom-house wharf*" be added to the same foot-note after the words " the measurement be taken" in lieu of the words now concluding that note,—was carried.

Mr. Willcox then proposed *that the measurement of jute and cotton be taken alongside of ships ;* but the proposition, being out of order, was not put to the meeting.

A vote of thanks to the Chair terminated the proceedings.

H. W. I. WOOD,
Secretary.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA, submitted at a General Meeting of Bengal Chamber of Commerce, held on the 16th December 1871, and adopted with effect from 1st July 1872.

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, if packed in bags of one maund ...	12	.....
,, ,, ... otherwise ...	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes ...	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20	.....
Betel-nut	16	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robins	8	.....
,, boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies, (dry) in bags	8	.....
China Root, in bags	12	.....
,, boxes	.....	50
Chiretta	10	.....
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal, in cases and barrels ...	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coir, loose and unscrewed	12	.....
Copras, or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, ...	.....	50
Cowries	20	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags or boxes	18	.....
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth in bulk	18	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	12	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth ...	.....	50
Gunjah	.....	50
Hemp, ...	.....	50
Hides, Buffalo, or Cow, cured ...	14	.....
Hoofs, Horn Shavings and Tips ...	20	.....
Horns, Cow and Buffalo, loose ...	20	.....
,, Deer	12	.....
India Rubber, in bags	16	.....
,, in cases	.....	50
Indigo	.....	50
Iron and all metals	20	.....
Jute, ...	.....	50
Jute Cuttings, ...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	20	.....
Mace	.....	50
Machinery, by special agreement ...	.....	.....
Mathie Seed	18	.....
Mirabolams	12	.....
Molasses	2 puncheons or 4 hhds.	
Mother o'Pearl, in bags	20	.....
,, chests	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks ...	.....	50
Nux Vomica	12	.....
Oats	12	.....
Oil, in cases	.....	50
,, casks	2 puncheons or 4 hhds.	
Opium	.....	50
Paddy	16	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	8	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	.....	50
Rice	20	.....
Rope in coils	.....	50
„ Lines and Twines, in bundles ...	14	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	.....	50
Sago, in cases	.....	50
Sal-amoniac, in bags	20	.....
„ boxes	20	.....
Saltpetre	20	.....
Salt	20	.....
Sapan Wood for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna leaf	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece Goods	.....	50
Skins	14	.....
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in casks	20	.....
Talc	20	.....
Tamarinds, in casks	20	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
,, squared	.....	50
Tincal	20	.....
Tobacco leaf, in bales	12	.....
Tortoise Shells, in chests	.....	50
Turmeric	12	.....
Wheat	20	.....
Wool, ...	.....	50

Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 *miles from the Custom House.*

Jute, Jute Cuttings, Hemp, Cotton and Safflower, and other articles similarly packed, are screwed in bales varying from 300 *lbs. to* 400 *lbs.*

The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

H. W. I. WOOD,

Secretary.

CALCUTTA,
16*th December* 1871.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR ENDED 31ST OCTOBER 1871.

The Committee have the pleasure to submit their report on the principal subjects which have come under their consideration during the past half-year.

Mode of collection of Income Tax on interest on Government Securities.

In their last report the Committee recorded the correspondence which had passed between them and the Financial Department of the Government of India in relation to this matter, and have now merely to submit the closing letter from the Government which came to hand after issue of their report. From this letter it will be seen that the Government finally declined to admit the injustice of which the Committee complained, or to accept the remedy they proposed. While regretting that their action was not attend-

ed with relief to those concerned, the Committee are still of opinion that the position they took up was incontrovertible, and can only express their hope that as to any future change in established procedure in matters of this nature Government may see fit to give a much more extended notice than was vouchsafed on the occasion under review :—

Govt. of India to Chamber of Commerce.

Simla, 5th June 1871.

I am directed to acknowledge the receipt of your letter dated the 9th May.

2. The income tax Act of 1871 altered the method only of levying the duty upon the interest on Government securities,—it made no change in the incidence of the tax. As explained in my former letter, income tax was due for the year 1870-71 upon no interest on Government securities which was not actually payable between the 31st March 1870 and 1st April 1871, and income tax under the Act of 1871 is due upon the interest actually payable between the 31st March 1871 and the 1st April 1872.

3. The Chamber of Commerce admits that this is reasonable and equitable, but urges that it may not have been understood, and that a buyer on the 1st March may have reasonably supposed that he would not be liable to duty

in respect to the interest on securities purchased by him due shortly after the 1st April.

4. I have already had the honor to inform you that if it can be shewn that, under any misapprehension, income tax was paid under the Act of 1870 on more than two half years' interest on any Government securities, a refund will be made; but the Governor General in Council cannot admit that there was any ground for such misapprehension in the state of the law or in the practice of the administration, and he regrets that he cannot suspend the law for the relief of any purchaser who may have suffered under a misunderstanding of this character.

5, I am to add, however, that it is not understood how any misapprehension of the law can have injured any person who intends to hold securities which he has recently bought

6. Upon any interpretation of the law such a purchaser must have known that he would be called upon to pay during the year 1871-72 any income tax that might be imposed upon twelve months' interest. Had the method of taxing such interest not been changed, he would have had to return 12 months' interest as part of his income, and half the income tax on this would have been due at once—even earlier indeed than under the new method.

7. And a person who bought to re-sell will recover the income tax from his purchaser as readily on this occasion as on any future occasion.

Conversion of 5 per cent Loan of 1856-57.

When the Notification No. 3206 of the Government of India in the Financial Department was issued, your Committee felt that while the main provisions of the conversion were such as no exception could perhaps fairly be taken to, the subsidiary arrangements were in some respects decidedly objectionable and ill-calculated to afford to all holders of the 5 per cent stock the option to which they deemed them fairly entitled. The objections taken by the Committee were embodied in their letter of 20th September to the Financial Secretary, which, together with the reply thereto, will be found below. It will be seen that this reply scarcely touched upon the main objection urged by the Committee, which was that while the option of conversion was apparently offered to all holders of the 5 per cent loan it was, in consequence of the early date at which reception of applications commenced, and still more in consequence of the ruling that no applications for conversion would be received unless accompanied by a power of sale of the securities to which they referred, practically denied to many. In a second letter, under date 6th October, the Committee anew endeavoured to urge

their views upon the Government of India, but in vain; and the conversion scheme has since been closed on the terms at first notified, to the certain exclusion of many holders, who find themselves shut out from its benefits, because they had not made arrangements which nothing in the previous practice of the Government nor in the ordinary conduct of business could have led them to suppose were necessary. The Committee believe that their action in this matter although, like that referred to in the preceding paragraph, unsuccessful in obtaining any modification of the evils complained of, has yet met with general acceptance; and they deem it well to add to their own correspondence copy of a letter addressed to Government by the Madras Chamber of Commerce, in which the hardship of the obligatory production of powers of sale is forcibly dwelt upon :—

Chamber of Commerce to Government of India.

Calcutta, 20th September 1871.

I am desired by the Committee of the Bengal Chamber of Commerce to submit the following observations relating to Notification No. 3206 of the Government of India, in the Financial Department, published in the *Gazette Extraordinary* of the 16th instant.

The Committee feel that it is not their province in a communication of this nature to comment upon the leading features of the Resolution of His Excellency the Viceroy and Governor-General in Council in reference to the new 5 per cent. loan of 1856-57 as detailed in the above-mentioned notification, and they recognise with much satisfaction the feeling which has prompted the Government to make public the nature of the arrangements determined upon somewhat in advance of the date when such intimation was looked for. The Committee may, however, be permitted to say that, as Government had resolved not to offer the option of conversion to the full extent of the loan, it would, in their opinion, have been a course more equitable and more likely to afford general satisfaction to have allotted the sum available for conversion *pro rata*, in proportion to the extent of their holding in the 5 per cent. loan, among all those who were willing to accept this mode of discharge rather than be paid off in cash.

It having been decided, however, that the option of conversion is to become available not on the above principle but according to priority of application, I am desired to express the regret of the Committee that such application should have been made receivable immediately after issue of the notification, instead of at a date sufficiently distant to have put the privilege within the reach of all. The securities of the new 5 per cent. loan are, in common with others, largely held in this city by the Banks and various Agency Houses on behalf of constituents absent from this country, and are in

many cases only accompanied by a power of attorney to draw interest, leaving the securities themselves to be dealt with, as regards sale or transfer only, under instructions and special authority transmitted by the owners from time to time.

The orders of the Government of India, under which the option of conversion is to be determined by priority of application, dating from the issue of the notification, have put those holding securities as above on behalf of absent constituents in a position of much doubt and perplexity, for they must either take upon themselves the responsibility of acting without instructions, or passively permitting their constituents to run the risk of being shut out altogether from the advantages which conversion appears at the present time undoubtedly to offer.

The Committee would further remark that the constituents themselves cannot be said to have committed any laches in this matter, seeing that the intimation of the intentions of Government was not expected before the middle of October, and that action upon them prior to the date of maturity of the loan, or 16th of January next, was not anticipated. What has been said of Calcutta is doubtless equally applicable to Bombay and Madras; and it may be remarked that, although the Government notification has been published simultaneously in London, the position of the absent holders in question is not thereby improved as their securities are in this country, and no application for conversion will be registered by His Grace the

Secretary of State for India without their production. Had the earliest date for application been fixed at, say, the 1st or 15th December, the most distant holders would have been able to transmit their instructions and necessary powers, much doubt and anxiety would have been saved to agents, and not a few holders, among them many of those who can least afford it, would have been spared the loss which the Committee fear must now inevitably fall upon them. The Committee cannot for a moment conceive that Government would intentionally put some holders of its securities in a different and less favorable position than others interested in the same loan, yet such will undoubtedly be the practical effect of that part of the notification of 16th instant to which I have been instructed to draw attention.

A few months ago the Committee had occasion to point out, in connection with the rules issued for the collection of the income tax, how hardly a sudden and unnotified change in the previously existing practice had fallen upon a certain class of operators in Government securities, and it is with corresponding regret they find in the notification now under review a defect somewhat similar in character, but likely to be attended with much more serious consequences.

Government of India to Chamber of Commerce.

Simla, the 30th September, 1871.

I am directed by the Governor General in Council to acknowledge the receipt of your letter, dated the 20th

instant, upon the subject of the notification recently issued, announcing the discharge, at maturity, of the 5 per cent loan of 1856-57.

2. The first duty of the Government of India in such transactions is to secure for the revenues of India the greatest amount of benefit at the least probable risk. These objects have been secured as effectually as was practicable by the course which the Government of India has adopted in this instance.

3. The alternative courses which are now recommended by the Chamber do not at all commend themselves to the judgment of the Government of India, and run counter to one of the essential principles of the recent notification. The adoption of any such alternatives would have obliged the Government of India to concede more favorable terms than those actually conceded, would have protracted unnecessarily the period of uncertainty, and would have involved a certain amount of public loss. The Government of India, as steward of the general interest, is not prepared to incur such sacrifice for the sake of conferring on the holders of a small portion of the whole stock a benefit to which they are not entitled.

4. The market price of Government securities since the notification appears to show that the terms offered by the Government are considered satisfactory by the public creditors as a body, and there is no doubt in the mind of the Governor-General in Council as to their being fully liberal.

5. The holders of the five per cent loan were entitled to nothing more than re-payment in cash at due date, and the Government of India are unable to admit that, in discharging a portion of the loan in cash, and the remainder by conversion into another loan acceptable to its creditors, it is chargeable with any injustice whatever.

Chamber of Commerce to Government of India.

Calcutta, 6th October, 1871.

I have the honor to acknowledge the receipt of your communication No. 4059, dated 30th ultimo, replying to the letter which the Committee of this Chamber addressed to you on the 20th idem, regarding the notification lately issued as to the conversion of the 5 per cent loan of 1856-57.

It is matter of much regret to the Committee that the whole point of their letter appears to have been overlooked, for a reference to that representation will show that they entirely abstained from commenting upon the main features of the late operation to which allusion is made in paragraphs 4 and 5 of your letter under reply. So far from questioning in any degree the liberality of the terms offered by Government, the Committee, had they deemed it their duty to enter on the subject at all, would have expressed the opinion that at the time the notification was issued terms less liberal would have secured to the Government the full success of the scheme; and they certainly would not have questioned for a mo-

ment the absolute right of the Government to discharge a loan partly by cash and partly by conversion acceptable to the creditors.

The object of the Chamber's representation was to draw the attention of the Government of India to the —in their opinion—inequitable nature of the subsidiary arrangements under which the conversion of the 1856-57 loan has been brought forward, which, while nominally offering the option of conversion to all the holders of 5 per cent stock, practically denies such option to many. The Committee of this Chamber concur in the proposition stated in your 2nd paragraph, to the effect that in financial operations it is incumbent upon the Government of India to secure for the revenue of the country the greatest amount of benefit at the least possible risk, but they cannot admit that such general benefit is to be secured by dealing exceptionally with a certain section, however small, of a large body of public creditors who have hitherto all been upon the same footing. It is the opinion of the Committee that all holders of the 5 per cent loan had, if not a legal, at least an equitable and moral right to be placed on precisely equal terms in respect of the conversion, discharge, or payment of the loan as might be determined by Government. The rules for conversion as set forth in the notification under review do not confer such equality, but practically put the option of conversion beyond the reach of many. In this respect and to this extent the notification appeared to the Committee unfortunate and inconsistent with the broad spirit of equity by which they are sure the Government of India would be

desirous of characterising all its dealings with public creditors ; and, with all respect, I am directed to add that the Committee can find nothing in your communication under acknowledgment tending to alter this opinion.

Government of India to Chamber of Commerce.

Simla, 13th October 1871.

I am directed by His Excellency the Right Hon'ble the Viceroy and Governor General in Council to acknowledge the receipt of your letter, dated 6th instant.

Chamber of Commerce to Government of India.

Madras, 30th September 1871.

The Officiating Accountant General of Madras, in a Notification under date the 20th instant, which was published yesterday evening, has announced that the Secretary of State has been requested to warn all holders of Government Promissory Notes of the 5 per cent Loan of the 28th February 1857, that transfers to the new 4½ per cent Transfer Loan of 1872 cannot be effected in India by agents unless on the production of powers of sale.

I am now desired by the Chamber of Commerce to bring to the notice of the Government of India, that no intimation of the above mentioned arrangement was

made in the Notification of the Right Hon'ble the Viceroy and Governor General in Council, of the 16th instant, with regard to the discharge of the 5 per cent Loan. In that Notification, it is stated, that His Grace the Secretary of State for India has been requested to receive tenders for the transfer of any Notes of the 5 per cent Loan held in England; and further "that no application for transfer" assumedly in either England or India, "will be received after the 15th November next." You are, however, aware that a large amount of the 5 per cent Loan is held by parties resident in England, but whose paper is deposited with agents in this country, who have powers of attorney enabling them to draw interest thereon. The new Notification of the Accountant General strikes a serious blow at the interests of the above large class, for even if it is possible to ask them by wire to send out powers of sale, and if these powers do reach India before the 15th November, it is almost certain that the great bulk of their applications for transfer will reach the proper department after the whole amount to be transferred has been taken up by investors who happen to be on the spot where their paper is. Even had the members of the Chamber been led to suspect that any departure from the usual course was in this instance contemplated, and that any additional authority to transfer beyond what has hitherto been considered sufficient would be demanded by the Government, they would at once have inferred that a letter from the Comptroller General of Accounts to the Bank of Bengal, dated 3rd February 1870, had been overlooked, for it is stated there by that officer, that—"2*nd. Under a power for*

the receipt of interest, a letter of instruction from the Principal to his Agent is necessary before a transfer can be permitted. As in the Notification of the Right Honorable the Viceroy and Governor General in Council, no modification of this authoritative ruling was announced, the Chamber naturally concluded that it would hold good, and they respectfully protest against the new action of the Financial Department, as tending to create uneasiness in the minds of investors, and a feeling that their interests are liable to be compromised by capricious departures from what they understand to be the fixed policy of Government.

Were the 5 per cent loan to be paid off in cash, and a new loan offered with no ostensible reference to the old one, the need of a new authority to tender for the new loan would be indisputable ; but this is not the present case. The Chamber fail to understand why a power of attorney that has been held sufficient for the receipt of interest and renewal of notes of the 5 per cent. loan, should not be deemed sufficient for transfer to the loan that has sprung from it.

The Chamber would also point out that the regulation, now for the first time imposed, will oblige owners of paper to entrust their agents with the absolute control of their property, and that, in very many cases, great hesitation may naturally be felt in doing so.

I have, therefore, the honor, on behalf of the Chamber of Commerce, to solicit the Government of India

to rescind the Notification, that by their order has been published by the Accountant General, Madras, or, if that cannot be done, that the Government will be pleased to allow transfers to be made on the personal guarantee of agents that the power of sale will be produced within three months from the date of application. The effect of the Notification, as it now stands, published as it was yesterday, must be to exclude applications for transfer by agents on behalf of principals from whom it is almost physically impossible to obtain the authority now insisted upon, until two or more weeks after the last day on which applications will be received. The Chamber are sanguine that having pointed out the hardship which the new Notification involves, Government will be pleased to take immediate steps to remedy it. They are loath to believe that, merely to add a little to the revenue from stamps, the Government of India will persist in a course which will injure severely many innocent holders of the Government's own securities.

Decimal Sub-division of the Rupee.

The Committee received from the Government of Bengal sundry papers bearing on this subject, accompanied by a request for the expression of their opinion as to whether the proposed change was desirable. Although fully impressed with the advantages of a decimal system considered generally, the Committee were unanimous in

thinking that as no practical necessity for the decimalization of the rupee exists, the adoption of the proposed measure is to be deprecated, as tending to harass and disquiet the masses of the people without securing for them any corresponding advantage. The Committee's reply to Government in this sense is given below, and as they understand the Chamber of Commerce at Madras have addressed the Government of that Presidency on the same subject to a similar effect, they are hopeful the measure will not be pressed forward.

Chamber of Commerce to Government of Bengal.

Calcutta, 5th October 1871.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 33 of 28th August, and its enclosures, relative to the decimal sub-division of the rupee as propounded by Mr. Molesworth and submitted for the consideration of the Government of India; and I am instructed to communicate the following observations.

The arguments used by Mr. Molesworth in his interesting memorandum, and the grounds upon which he so strongly advocates the modification of the system which has long prevailed throughout British India, have been weighed with due regard to the important question which the proposition involves.

The scheme appears to be based mainly upon the movement recently made in Ceylon, and on the fact that if a decimal system is established there it may be regarded as a fair presumption that it would pave the way to a similar change in the currency of India. Impressed with its successful acceptance there, Mr. Molesworth ventures to hope that a somewhat similar policy may be inaugurated in India—though at the same time he frankly admits there are difficulties in the way, which may nevertheless be gradually overcome and removed—and anticipates with great confidence the realisation of material benefits by the practical adoption of his proposition.

It cannot be denied that the people of Ceylon took a wise step in endeavouring to associate the decimal system with the introduction of a totally distinct currency; their position was singularly favorable for its adoption; and the abandonment of the sterling currency of the Island—for reasons doubtless good and sufficient, though not declared—opened an easy path for the change which Mr. Molesworth was instrumental in effecting.

The superiority of the decimal principle—in the abstract—to the existing practice commends itself to the judgment of the Committee of the Chamber; indeed their opinion in this respect has already been recorded in their representation to Government on the question of revising the system of *weights and measures* used in this country; but after a careful review of all the points of Mr. Molesworth's memorandum the Committee are unable to discover any sufficient reason why the *monetary* arrangement with which the people of India are familiar

should undergo any modification ; for if the rupee is to retain its position as the unit of Indian money—and there does not appear the remotest prospect of that position being disturbed—it is difficult to comprehend the expediency of altering its sub-divisions to which the millions are so well accustomed. No case of practical necessity for the change appears to be made out, and the papers before the Committee fail to satisfy them that the anticipated advantages of the project would be of that appreciable character which would justify any alteration in the established coinage of the country.

Very decided opinions have been pronounced in favor of the decimal principle by some of the most eminent men of science in England, and their strong concurrent testimony as to the necessity and advantages of its adoption has been powerfully expressed : but on the other hand, equally high and experienced authorities have held views adverse to that conclusion, and the greater weight of their opinion has hitherto prevailed.

The comprehensive investigation to which the question was submitted clearly established the fact that the proposal to decimalise the sub-division of the pound sterling would not be favorably received by the country at large, and that not only in England have preponderating objections been raised, but even in European States and in America, where the decimal principle has long been legally recognised, the reluctance to abandon the settled customs of the people in their ordinary monetary arrangements has been minutely demonstrated and authoritatively declared.

If therefore the decimal principle has been rejected in England after the most searching scrutiny into every circumstance that could be conceived as likely to be advantageously affected by the change, how much greater is the necessity for abstaining from any action that may oppose itself to the established habits of the people of India, jealous of ancient usages, averse to innovation, and slow to adapt themselves to any new system based though it may be on the soundest theory.

To these reasons may be added the suspicion with which such a change would be received by a naturally sensitive people, and the apprehended disquiet and disaffection which may be created thereby; and on all these grounds the Committee of the Chamber of Commerce are unable to concur in the measure suggested by Mr. Molesworth.

Paumben Channel.

In their last half-yearly report the Committee alluded to the increased attention which the opening up of this channel between the mainland and Ceylon was attracting in England, and they have since received from Government the subjoined papers relating to the subject. In response to the request for an expression of their opinion, the Committee had no hesitation in stating their belief that the opening up of

the passage would be, to the already large and rapidly increasing steam trade, a substantial and decided benefit, affording as it would to steamers a saving of over 700 miles of distance and corresponding economy of fuel. The Committee doubt not that the new route would be at once adopted by all steamers plying from the westward to places in the Bay of Bengal, especially as with the opening up of the channel there would probably come into speedy existence a coaling port at the eastern end, where steamers could replenish their store of coal with greater despatch and convenience than is now possible in the open roadstead of Colombo or in the exposed Harbour at Point-de-Galle.

Govt. of India to Chamber of Commerce.

Simla, May 4, 1871.

I am directed to enclose copy of a letter from Sir J. Dalrymple Elphinstone, Bart., M. P., enclosing one from Captain Donnan, Master Attendant at Colombo, and to request that the Government of India may be favored with the views of the Chamber of Commerce on the proposal made therein to open a channel at Paumben for vessels of large tonnage to pass through, thus avoiding the more lengthened and tedious passage round the South of Ceylon.

Dated the 4th February 1871.

From SIR J. DALRYMPLE ELPHINSTONE, BART., M. P.,

To the Secretary of State for India.

Referring to the interview I had with your Grace on the 24th ultimo, I now beg to enclose the original letter and tracing of the proposed cut through the point of territory in the district of Madura, forwarded to me by Captain Donnan, Master Attendant at Colombo.

Captain Donnan is probably the best authority living on the navigation of the Gulf of Manaur and Palks Bay, having commanded the *Pearl* colonial steamer employed watching the Pearl Banks and circumnavigating the island for a period of three years.

I can also commend Captain Donnan to your Grace's notice, as a person in whom the Government of Ceylon place confidence, and who (in the event of these proposals being entertained) would be of great service to any enquiry which the Supreme Government may wish to institute, previous to entering upon the work.

"On the 20th of March 1862, Lord Halifax (then Sir Charles Wood) granted a committee to enquire into and report on the practicability of shortening the voyage to Her Majesty's possessions in Madras, Bengal, and Burmah, by facilitating the passage through the obstruction known as Adams Bridge, and thereby avoiding the circumnavigation of Ceylon."

I had the honor to act as the Chairman of that committee ; we reported on the 22nd of May 1862, and the concluding paragraph of the report was in these words,—

" They are therefore of opinion that the question of deepening the channel and improving the approaches is deserving of the attention of Her Majesty's Government, and they suggest that further enquiries should be prosecuted on the spot as soon as possible to ascertain with certainty whether the passage between Ceylon and the main land of India can be made safe and practicable for the general trade at a moderate expense."

The evidence contains the experience of Generals of Engineers, Monteith, Duncan Sim, and Sir Arthur Cotton, as also the testimony of Sir J. Emmerson Tennant, who, in answer to Question 736, " Whether generally you would approve of deepening that channel to such an extent as to admit ships of all sizes ? Answered " So strongly so, that my only emotion is of astonishment that it has not been done long ago."

The appendix contains most valuable and interesting reports from Generals D. Sim and Sir Arthur Cotton, which entirely exhaust the subject, as I am confident will be found to be the case, having visited the place on two occasions and carefully examined the locality.

The parliamentary papers moved for since the enquiry of 1862, shew that Sir William Denison examined the place, but failed to see sufficient advantage to the *Presidency of Madras* to justify him in laying out money

there which was granted for public works in that Province.

A dredge was ordered and built in England, but when she was put up at Coconada, she floated so deep that it was not deemed to be advisable to send her down to Paumben.

Practically, I understand the channel is not so good as it was in 1862, probably, indeed I may say entirely, from want of the trifling outlay necessary to maintain the depth of water which existed at that time.

But notwithstanding that the depth only admits of vessels drawing 11 feet, the tonnage has increased.

In 1838 it amounted to some sixty thousand tons, while in 1869 it had increased to two hundred and ten thousand, although the depth of water in the channel had not been maintained to within a foot of what it was at that period (1838).

The cause of this neglect of a work of such importance to the trade of India is not far to seek. The burden of rendering the channel navigable for all classes of ships has been thrown entirely on the resources of the Presidency of Madras, when in truth it is an imperial work in the widest sense of the term.

The Presidency of Madras has had much to do to keep pace with its local requirements, and can scarcely be blamed for neglecting a work which ought to be pro e-cuted by the Supreme Government.

Important as this work has been at all previous periods, it is now of paramount necessity.

The opening of the Suez Canal is the precursor of a total change in the trade from Europe to India

The ships which have hitherto maintained the traffic by the Cape of Good Hope will be superseded by lines of steam vessels, to whom the shortening of distance and economy of fuel are objects of primary importance.

A closer investigation of the difficulties of erecting break-water wharves, &c., at Point de Galle has disclosed objections of such a formidable character as to make the Secretary of State for the Colonies shrink from the encounter of them, and in consequence the Government of Ceylon have turned their attention to making a large, commodious. and land-locked harbour at Colombo.

The authorities there are now engaged in the preliminary boring and investigations before they make a final report on the subject. The opinions of competent persons are unanimous that a large, convenient and land-locked *fresh*-water harbour can be constructed there.

If this is so, the saving of distance would stand thus, as compared with the present circuitous route touching at Galle and circumnavigating the Island of Ceylon.

I take the centre of the Eight-day Channel as the common point to the westward, and a point off Carical

on the Coromandel Coast as the common point to the eastward. The excess of distance of the Galle route over that by Paumben is 360 miles, or 720 miles on a double voyage, involving an expenditure of say 60 tons of coal, at a cost of £120 to a ship of 2,000 tons, and a delay of 3½ days at least, besides the great and increasing risk of damage at Galle.

Should a harbour be formed at Colombo and that point adopted for a coaling station, the difference would still be 260 miles in favor of the Paumben channel.

In conclusion, I have to state that previous to my interview with your Grace, I submitted Captain Donnan's tracing to Admiral Richards the Hydrographer to the Admiralty, who I am confident will bear me out in the opinion I have expressed, and whose views on the subject (may I venture to suggest) would carry great weight with the Government of India.

Dated Colombo, the 31st October 1870.

From—CAPTAIN J. DONNAN, *Master Attendant at Colombo.*

To—SIR JAMES D. ELPHINSTONE, BART., M. P.

Knowing as I do that you are the chief promoter and supporter of the scheme which forms the subject of this communication I feel that I need not offer any apology for thus addressing you on the question of opening a deep channel at Paumben for vessels of large tonnage to pass through and thus avoid the more lengthened and tedious passage round the south of Ceylon. The publication

of the proceedings of the Parliamentary Committee of Enquiry into this matter, of which you were President, at a time when I commanded the Ceylon Government Steamer *Pearl* and frequently passed through Paumben on my voyages round Ceylon, first brought the subject prominently to my notice, and ever after I paid particular attention to the various objections that had been raised as to the difficulties and dangers vessels would have to contend with in adopting that route, and I must confess that I never met with any of them. My own experience, which extended over three years of navigating the Gulf of Manaur and Palks Straits, only led me to the conclusion that there is no easier or safer navigation to be found anywhere in the world; and I believe my experience will be borne out by the fact that although a number of native craft are constantly passing through these seas an accident very seldom occurs to any of them.

I believe no engineering difficulty was ever raised in discussing the question of opening up the Paumben, or cutting an entirely new channel; and the only point of view in which I ever doubted the success of the scheme was financial, so long as the revenue depended on tonnage dues to be derived chiefly from sailing vessels, as I considered that route would not be adopted by any sailing vessels but the native coasting craft, except in some few instances of rice ships bound from the rice ports in the Bay of Bengal to Colombo, which would not have added materially to the tonnage through the channel.

Since the successful opening of the Suez Canal which admits of steam vessels being employed in the trade

between England and her eastern possessions to an extent which is likely in a few years to entirely supersede sailing vessels round the Cape, the question of deepening the Paumben or cutting a new channel has assumed a different aspect to that which it had previously, and admits of its financial success being no longer doubted. The saving of 365 miles which a channel through Paumben would effect to steamers bound from ports in Great Britain, the Mediterranean, and on the West of India, to Madras and its northern ports, Calcutta, and Burmah, and *vice versa*, equal to 730 miles each voyage, would unquestionably induce them to adopt that route, and the dues which they could afford to pay in consequence of this great saving in distance would no doubt realize a very handsome return on the cost of the work. We have already four steamers of the British India Steam Navigation Company passing round Ceylon monthly that would gladly adopt the Paumben route, and when the number of steamers that will eventually be employed in the carrying trade *via* the Suez Canal between the ports abovenamed is considered, there seems to be no prospect of a heavy due being required to be levied owing to lack of tonnage ; on the contrary, there is every prospect of the tonnage passing that way being so great that a very moderate due would suffice to be remunerative.

The question to be decided is whether the existing channel should be deepened to, say, twenty-four feet throughout its entire length, or a new channel be cut in some other more favorable place, and this can be decided by a Commission of qualified men, embracing

the nautical and engineering elements, being appointed to visit and examine the locality. Until recently I have been of opinion that deepening the present channel to a sufficient depth would be preferable to cutting a new channel, as the islands and reefs to the southward form a natural breakwater for protecting it from the heavy sea that rolls in from the Gulf of Manaur during the south-west monsoon, and would afford shelter to vessels not desiring to pass through the channel at once, and also enable them to coal in smooth water alongside of a wharf if required; all of which are points of importance not to be overlooked and which I thought could not readily be secured in cutting a new channel. I have, however, in looking over a chart of the western coast of the Gulf of Manaur on a ½-inch scale, which I obtained recently, observed a place about ten miles to the westward of the present channel, where a new cutting could be made possessing advantages that appear to give it the preference over any other place. The principal advantage it possesses is a capacious, deep and smooth harbour at all seasons of the year on the south side of the cutting, where a very large fleet of vessels could lie, and where, if a branch of the Southern Indian Railway from Trichinopolly to Tuticorin now in progress were brought down to it, the cotton and other products of the southern districts of India could be shipped on board of vessels lying alongside of a wharf instead of at Tuticorin where they have to anchor five miles off the shore. This harbour may be said to be four miles in extent north and south, and the same distance east and west, posssessing a depth of water ranging from 20 to 36 feet, having a few

patches of 15,16, and 18 feet which could easily be marked off by beacons. The promontory of the mainland to the northward protects it on that side, while on the south it is protected by the islands and connecting reefs between them stretching east and west for many miles at some distance off the coast, on which the heavy sea of the Gulf of Manaur is broken, so that practically the harbour may be said to be completely land-locked. It only requires a short cutting of about 550 yards through the centre of the reef between Morlee and Mosel Islands, where there is at present a depth of 16 and 18 feet to form its southern outlet into the Gulf of Manaur; while a cutting of 2½ miles through the sandy promontory on the north side would form its outlet into Palks Straits. To illustrate what I have here described, I enclose a tracing, on which I have marked the proposed cutting in red of part of the coast from the chart of survey by Lieutenants Powell and Ethersey and Mr. J. J. Franklin, on a scale of ½ an inch to a mile, published by John Walker, Geographer to the Hon'ble East India Company 30th April 1846.

The Admiralty Chart of Palks Straits and the Gulf of Manaur shows a more favorable place for obtaining a shorter cutting at the eastern end of Rameseram, if the object to be obtained is simply a channel for the passage of vessels; but I consider the importance of obtaining a capacious smooth harbour along with a channel cannot be overlooked, especially when both can be obtained at the place I propose at very little additional cost over that of cutting a channel through Ramese-

ram; and also when it is considered that the station would be conveniently situated for steamers to coal at, and that facilities for that operation could not easily be afforded in a channel simply made for the passage of vessels from one sea to the other. Another important consideration in favor of the new channel being cut where I propose it, is that steamers of light draft up to 18 feet could proceed to the westward inside of the islands along the line which I have marked in the tracing in red, and enter the Gulf at Valinookum Point, and if they were bound round Cape Comorin they could hug the western shore all the way in smooth water, and thus avoid the heavy sea of the Gulf of Manaur during the south-west monsoon, which they could not do if the channel were cut through Rameseram. The channel marked out inside of the islands carries deep water all the way, with the exception of a short distance to be dredged over the spot between Naajimundel and Shermoodeely Island.

In regard to the probable cost of the work, I have shown in the tracing referred to a cross section of the proposed channel through the sandy promontory, and have noted the quantities required to be removed, assuming that the land is not higher than twelve feet above the sea, which, from my recollection of it, I believe to be the case. I have estimated the cost of removal at six pence per cubic yard, on the supposition that nothing but sand would be met with. The depth 24 feet and width 120 feet at water line, would, I believe, be sufficient for all practical purposes, as vessels would

not be required to pass each other in the channel: it would cause very little delay for a vessel to wait on one side of the channel while another steamed through such a short distance. I have also shown the quantities to be removed in cutting through the southern reef entrance, providing for a width of 100 yards and a depth of 30 feet, and the quantities to be removed in dredging into 24 feet water on the north and south sides of the cutting through the promontory, both of which I have estimated at one shilling per cubic yard; so that with an allowance of 20 per 100 for contingencies on the prices quoted, I make the total cost of cutting a new channel and providing a smooth and deep harbour of about sixteen square miles in extent to be only £90,511-16-0.

I only of course submit my figures as to the quantities of stuff to be removed and the cost as being approximate. I do not profess to be capable of giving a strictly reliable estimate. I believe, however, that the cutting and dredging could be done for the prices named, if nothing but sand and mud were met with, which is all that is to be anticipated judging by the sandy surface of the promontory. A few borings, however, along the site of proposed channel would decide this point. Soft coral or sandstone might be met with in cutting through the southern reef entrance, and for that portion of the work my estimate might be exceeded, but not so much as to materially affect the whole cost of the undertaking, as the cutting required in this place is but short. But even if the whole cost of the work exceeded my figures so as to bring it up to £150,000, it would be a mere

bagatelle compared with the boon it would confer on the steam commerce of these seas.

The question of opening up the Paumben in connection with the construction of a harbour at Colombo has been lately discussed in the local papers, and the Madras Chamber of Commerce has been in communication with the Colombo Chamber on the subject which I believe is one that is most favorably entertained amongst the mercantile communities of Madras and Colombo generally, but I am not aware of any decided steps having been taken to push the matter beyond mere discussion, and that is my principal reason for addressing this communication to you, knowing that you are desirous of seeing the scheme carried out, and will urge it in the proper quarter.

It would be presumptuous on my part to dictate to you what steps should be taken to give effect to the suggestions that have from time to time been made for cutting a deep channel between the seas of the Gulf of Manaur and Palks Straits, but I may be permitted to suggest that if gentlemen in London interested in the steam trade between England and ports in the Bay of Bengal *via* the Suez Canal took the matter up and brought it before the Secretary of State for India, the work might probably be taken in hand by the Indian Government, as the advantages to be gained by completing the proposed channel must now be beyond dispute, and its success, financially and otherwise, beyond doubt.

Having no other object in view than that of merely affording my humble testimony in favor of what I consider a necessary work in the advancement of steam communication in these seas, I beg you will excuse my having troubled you with this long letter.

Chamber of Commerce to Govt. of India.

Calcutta, 25th May 1871.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 144 of 4th instant, forwarding copies of letters from Sir J. D. Elphinstone, Bart., M. P., and Captain Donnan, Master Attendant at Colombo, on the subject of opening a channel between Ceylon and the Coast of Madras to enable vessels of large tonnage to proceed through and thereby avoid the longer passage round the south of the Island.

This subject appears to have been submitted for the consideration of Her Majesty's Government many years since ; and the result was the appointment of a Committee to report on the practicability of a scheme similar in all respects to that which is now under discussion, and the Committee's suggestion that steps should be taken to ascertain whether it could be safely adopted. No active measures were subsequently taken, and the question remained undisturbed until recently, when it was revived under the pressure of circumstances created by the opening of the Suez Canal.

Supported by the evidence and testimony of the high authorities who had been consulted with regard to its

feasibility the project will probably be recommended to the Government of India as an engineering work of comparatively easy execution, and the only point on which the Committee of the Chamber of Commerce need express an opinion is that which touches the convenience of commerce and the advantages to the shipping that may be engaged in carrying the Indian trade. In these respects the proposed channel would no doubt afford facilities which would be promptly availed of ; the shortening the distance by 720 miles in a steamer's voyage from London to Calcutta and back, and saving 3 to 4 days' time besides the cost of fuel, &c., would be regarded as a material advantage and well worth securing by the payment of a moderate toll, and if the channel is rendered perfectly safe for the passage of shipping at all times it would unquestionably be regarded as a great benefit to the steam shipping engaged in the trade between England and certain British Indian Ports viâ the Suez Canal.

Alteration of Rule VIII.

A special General meeting was held on 30th August, in accordance with 3 months' notice duly given, to discuss the expediency of altering the terms of Rule VIII of the Chamber, which provides for vacancies occurring in the Committee between the ordinary annual election of office bearers. The reasons which induced the Committee to ask for some modification of the existing rule were so fully put forward and dis-

cussed at the time, that it is unnecessary to re-produce them or do more than refer to the terms of the rule as it now stands altered by the vote of the meeting. It will of course be the duty of the Committee to use the discretionary power now given them to the best advantage, and they are sanguine that much convenience will hereafter be felt in providing for the vacancies which so often occur during the currency of a year, and which, in the interests of the Chamber, it is desirable should be filled up as speedily as possible,

Rule VIII.

Annual elections of President, Vice-President, and Members of the Committee shall be determined by a majority of votes of Members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies creat-

ed as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

Octroi Duties.

At the last half-yearly Meeting the President brought to the notice of Members that complaints had reached the Committee that the octroi duty was levied at certain stations of the North-West and the Punjab in such a manner as to invest it with the character of an inland transit duty,—contrary to the intention of Government and to the representations which the Chamber had on a former occasion made on this subject: and this intimation was followed up by the Committee's renewed reference fully set forth in their letter of 21st July, given below.

That communication received the early attention of the Government of India; and in the following correspondence will be found the views expressed by the Government of the North-Western Provinces, who assert that within the limits of their administration every precaution is taken to prevent the octroi from becoming a transit duty,

and that the apprehensions of the Chamber, as far as relates to the duty levied in those provinces, are based on inaccurate information.

It is satisfactory to the Committee to be in possession of this authoritative denial of the practice which they were led to believe existed in the North-West; and they hope that the results of the inquiry instituted in the Punjab and Central Provinces will be as acceptable as the assurance which the present correspondence conveys.

Chamber of Commerce to Government of India.

Calcutta, 21st July 1871.

The levy of octroi duties in the Upper Provinces formed the subject of a representation by the Committee of the Chamber of Commerce to the Government of India in March 1867.

A lengthened investigation into the matter ensued, and the result was communicated to the Chamber in your reply of 14th October following, under cover of which they were favored with a series of departmental papers conveying the opinions of the Governments of the Punjab and North-Western and Central Provinces.

As the Committee are constrained to address the Government again on the same subject, it may be conve-

nient to you to have all the previous correspondence before you for reference, and I am directed to attach printed copies of it hereto.

The objections which were raised by the Chamber five years ago to the imposition of a tax amounting practically, as they believed, to a transit duty were fully recognised by the Governor General in Council, for, while His Excellency was unwilling to admit that the octroi duty was obnoxious to the people as a means of local assessment for local purposes, still it was declared to be essential that its incidence should in no case assume the form of a transit duty ; and in all the reports submitted on the inquiry then made, a careful regard was expressed for the levy of *town* duties *only* and that they in no respect approached the character of a *transit* duty.

The Committee raise no objection to the octroi duty if levied in its integrity ; they do not deny its adaptability as a means of raising funds for purely municipal purposes, nor do they assert that it is a form of local taxation unacceptable to the people : but what they urged on the former occasion they desire to urge now—viz., that the town or octroi duty should in no degree prejudicially influence the traffic of merchandise in course of transit to other places or during its temporary detention in places where the octroi is imposed.

The Committee consider it their duty to renew their representation on this point in consequence of complaints having reached them from native dealers that, at certain stations of the North-West and the Punjab, the octroi

duties granted to municipalities are being worked in such a way as to have all the effect of a transit duty, and they have been informed on unquestionable authority that in the city of Umritsir, into which British piece goods are largely imported, the octroi is practically a transit duty, and as such adds materially to the cost of those articles and lessens their consumption.

From information in the Committee's possession it would appear that the octroi collections are there farmed out ; that bonded warehouses are established at different places in the city for the reception of goods not intended for local consumption ; but that in the event of any such goods breaking bulk—although sub-divided and declared to be for transmission elsewhere—the octroi would be imposed just as if the charge were made on goods locally consumed : and no drawback or refund of such duty is allowed even though the contents of a bale of piece goods—for instance—are sub-divided and bought by retail dealers in small lots for convenience of transmission to neighbouring marts where it would be difficult probably to dispose of their purchases on a larger scale. Under such circumstances the octroi duty loses its proper character, and its application to merchandise passing through a temporary depôt obviously reduces it to a charge not recognised by the local tariff, and, though levied under another name, renders it essentially and practically a transit duty.

If the inquiry which the Committee respectfully request the Governor General in Council will be pleased

to make in this matter confirms the representation now submitted, they hope His Excellency will direct the discontinuance of a system which more or less affects the interests of a very large branch of trade and serves to retard its greater development.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Simla, 29th September 1871.

With reference to your letter, dated 21st July last, to the address of the Secretary to the Government of India in the Financial Department, I am directed to forward, for the information of the Chamber, copy of a communication* from the Government of the North-Western Provinces reporting that every precaution is taken in those Provinces to prevent the octroi from becoming a transit duty; and to state that enquiries are being made in the Punjab and the Central Provinces on the subject of the Chamber's representation.

* No. 4156A., dated 16th September 1871.

2. In forwarding the report of the North-Western Provinces' Government, I am directed to enquire if the Chamber have any further information to give in regard to these Provinces. The precaution mentioned in the last portion of para : 2 of Mr. Elliott's letter seems to the Governor-General in Council well calculated to prevent abuses.

From Government, North Western Provinces, to Government of India, Department of Agriculture, Revenue and Commerce.

Dated Nynee Tal, the 16*th September* 1871.

I am directed to acknowledge the receipt of your office letter No. 15, dated the 29th August last with its enclosure, in which the Supreme Government call for a report with reference to a memorial received from the Bengal Chamber of Commerce, complaining that the octroi duties levied in the Upper Provinces assume the from of transit duties.

2. In reply I am desired to state, for the information of the Right Hon'ble the Governor-General in Council, that every precaution is taken in the North-Western Provinces to prevont the octroi from becoming a transit duty. Traffic is protected in three ways: (1) goods are not taxed if housed in a bonded ware-house: (2) they are not taxed if they are carried straight through a town without stopping; (3) refund is granted on all re-exported articles. Moreover, when the annual reports are received, the quantities of each imported article are carefully scrutinised, and compared with the calculated average consumption per head, and stringent orders are passed if there is a suspicion that the taxation falls on through-trade.

3. The statement made in para. 7 of the letter from the Secretary to the Chamber to the effect that goods

intended for re-exportation, but which have broken bulk in bonded warehouses, are taxed in the same manner as goods locally consumed, and that refunds are not allowed, is diametrically opposed to the facts as they exist in these Provinces. Rules are carefully made to provide that such goods, when housed in bonded ware-houses, should not be taxed, and that refund of duty levied on any kind of article on importation should be given when it is re-exported. The only limit is one of quantity, refunds of less than 1 rupee being, as a rule, not granted.

4. In order however to enable this Government to institute enquiries, I am to request that this Government may be favored with the names of the places where the octroi is supposed by the Chamber to have degenerated into a transit duty, and that a specification of the articles of commerce affected may be given.

5. I am to add that the Chamber cannot be more jealous against any abuse of the kind than the Lieutenant-Governor himself is, as the proceedings of this Government will abundantly testify.

Port Canning.

His Excellency the Governor-General in Council having decided upon closing Port Canning and withdrawing all establishments and appliances maintained there, except the outer light vessel, regarding which the opinion of the Committee

was requested as to the necessity for its permanent retention, the Committee stated, in reply to that inquiry, that the continuance of the Mutlah Light-Ship would be desirable as an auxiliary to the lights at the Sandheads and useful to vessels making the pilot station from the eastward : but they suggested that the question was one in which the Government would be rightly advised by the Master Attendant, whose recommendation would probably lead to a decision on the subject.

The following Notice was subsequently pubpublished :—

Inasmuch as the harbour of Port Canning, at the mouth of the river Mutlah in Bengal, has not attracted trade and has not answered the purpose for which the harbour was established, notice is hereby given to all merchants, ship-owners, and ship-masters trading to Bengal that :—

From the 15th October 1871, or from such day after that date as may be convenient, all harbour establishments will, under the orders of His Excellency the Viceroy of India in Council, be withdrawn from Port Canning ; the moorings and buoys in the river Mutlah will be taken up, and Port Canning will no longer be maintained as a British Indian Port.

The outer light vessel and the buoy at the entrance to the river Mutlah will, until further notice, be maintained

for the convenience of ships and vessels trading in the Bay of Bengal.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,

Offg. Secy. to the Govt. of Bengal.

FORT WILLIAM :
Revenue Department.
The 30th September 1871.

In connection with the decision of the Government of India above referred to, the Committee place on record a letter addressed to them by the Agent for the Port Canning Land Company and their reply, which communicated the reasons why the Committee considered the recent resolution of the Government fully justified, and their inability to second the Agent of the Company in his endeavours to obtain a reconsideration or modification of the final orders issued regarding the Port :—

From Agent Port Canning Land Company Limited to Chamber of Commerce.

Calcutta, 10th October 1871.

Government having recently promulgated its resolu-

tion of removing the Harbour establishment from Port Canning and otherwise doing away with the place as a port, I take leave to request the favor of your moving the Committee of your Chamber as to whether they will be willing to second this Company in the representation it is about to make to Government, with a view to induce a reconsideration or modification of the resolution in question.

I am led to come before the Chamber with this request from a knowledge that the Bengal Chamber of Commerce was formerly in favor of establishing Mutlah as an auxiliary Port to Calcutta.

I may add that this Company has taken over only recently the property and assets of the Port Canning Land Investment Reclamation and Dock Company, and amongst other things we propose to utilise the Rice Mill at Port Canning which will render necessary the resort of shipping to that place and otherwise foster Canning as a centre of business. In that event I need scarcely say the contemplated resolution of Government, if carried out, will hamper the action of the Company, and will be productive of much inconvenience to merchants and others connected with the rice trade, and it is because the Bengal Chamber of Commerce has always shown itself solicitous to assist enterprises projected for the benefit of Commerce that I am induced, on the present occasion, to seek on behalf of this Company the aid of its influence and authority.

From Chamber of Commerce to Agent Port Canning Land Company, Limited.

Calcutta, 14th October 1871.

The Committee of the Chamber of Commerce have had under consideration your letter of the 10th instant, in which you inquire whether they are willing to support the representation your Company propose to make to the Government of India with the view to a reconsideration or modification of the resolution recently adopted for closing Port Canning.

In reply I am desired to inform you that the Committee are reluctantly compelled to decline the duty which your Company request them to undertake ; for it is impossible to ignore the disastrous circumstances that have already attended the attempt to establish a port on the Mutlah, and the experience of the past scarcely encourages the belief that any renewed efforts would be less unsuccessful.

The adverse views expressed by the Chamber two years ago on the occasion of the Company applying for the suspension of all port charges for a period of five years—a measure which the Directors were persuaded would advance the object of their enterprise—have been painfully confirmed : and after the fruitless encouragement which the Government has extended to the place the resolution that Port Canning shall no longer be maintained as a British Indian Port appears to be amply justified.

Reporting Steam Tugs in Telegraph Gazette.

This subject was referred to in last Report as having been submitted to Government, whose reply had not then been received.

The following communication subsequently placed the matter on the footing desired by the Committee :—

From Director General of Telegraphs in India to the Superintendent, Bengal Division.

Simla, 20th May 1871.

Replying to your No. 562 T of the 3rd current, I have the honor to inform you that a vessel passing a Signal Station on the River Hooghly in tow of or towing a vessel which does not shew a proper signal, should be reported in the Telegraph Gazette if it shews the proper signal and satisfies the terms of the Marine Notification, but any vessel which does not shew a signal should remain unreported in the Telegraph Gazette, but must be reported to the Bengal Government as having neglected to comply with the provisions of Act I of 1862 B. C. In other words any vessel that shews the proper signals whether being towed or towing another, or alone, should be reported in the Telegraph Gazette.

2. For some time after the Act had been passed, a weekly or perhaps a fortnightly report of defaulting vessels used to be submitted by the Bengal Superintendent's office to that of the Director General who forwarded it to the Government of Bengal. It is not known how or why this practice came to be discontinued.

3. As evasion of the law by masters or commanders of vessels does not appear to be uncommon, the practice in question must be resumed. A form of the report will doubtless be obtained from the records of 1862 of this office in Calcutta.

No. 221T.

Simla, 20th May 1871.

Copy forwarded to the Secretary Chamber of Commerce, Bengal, with reference to his letter dated 29th April to the Superintendent Bengal Division.

D. G. ROBINSON, COL. R. E.

Director General of Telegraphs in India.

Collector's account at the Bank of Bengal.

In May last the Committee received from the Government of Bengal the communication which closes this paragraph. The officiating Accountant General was of opinion that the practice observed by the Collector of Customs of keeping at the Bank of Bengal a portion of his balance and drawing cheques in payment of claims for refunds and drawbacks to meet the convenience of merchants who might prefer that form to payment in cash was unnecessary, and recommended its discontinuance. The matter was referred to the Chamber, and the Committee replied that the arrangement was adopted some years ago at the suggestion of the Chamber, and they were not aware that it had been attended with any inconvenience; that although the account at the Bank may not have been operated upon to any considerable extent, still its existence gave merchants the option of receiving payment in a form that better suited their convenience than payment in cash; and as it appeared immaterial to Government whether the Collector kept his entire balance in his personal custody, or a portion of it, for a specific purpose, at the Bank, the Committee considered

it inexpedient to disturb an arrangement which might at any time be found of much practical convenience to those having occasion to receive money from the Collector.

Government of Bengal to Chamber of Commerce.

Calcutta, the 2nd May 1871.

I am directed to forward to you the accompanying copy of a letter* from the officiating Accountant-General, proposing the discontinuance of the practice at present observed by the Collector of Customs, Calcutta, of retaining a small portion of his cash balance in a separate drawing account in his own name at the Bank of Bengal for the purpose of paying the amounts of refunds and drawbacks by cheques. As this arrangement was originally sanctioned on the recommendation of the Chamber of Commerce, with a view to the prevention of frauds in the payment of drawbacks and refunds, I am directed to invite the opinion of the Chamber on the expediency of adopting the Accountant-General's present suggestion.

* No. 7974, dated the 15th February 1871.

From Deputy Accountant-General, Bengal, to the Govt. of Bengal, Revenue Department,—(7974T, dated Fort William, the 15th February 1871.)

I have the honor to request that you will favor me with the orders of His Honor the Lieutenant-Governor in reference to the continuance of a practice which is ob-

served by the Collector of Customs, Calcutta, of retaining a small portion of his cash balance in a separate drawing account in his name on the private books of the Bank of Bengal, instead of holding the entire cash balance, for which he is responsible, in his personal custody.

The practice appears to have been originally sanctioned in orders of the Government of Bengal No. 604 dated 4th December 1855 (of which I have recently been furnished with a copy), to meet the convenience of merchants who might prefer to receive a cheque on the bank in payment of claims for drawbacks or refunds instead of drawing the amount in coin. But the mode of conducting the business of the custom house has been considerably altered since the date of the orders; and as I observe moreover from the monthly accounts that only a nominal sum remains in the bank at credit of this separate account at the end of each month, as shewn in the margin, there seems little, if any, necessity for retaining this exceptional procedure, and I would recommend accordingly that it may be discontinued.

		Rs.	As.	P.
April	1870 ...	870	14	11
May	„ ...	423	6	10
June	„ ...	483	7	10
July	„ ...	418	3	4
August	„ ...	312	5	7
September	„ ...	316	5	0
October	„ ...	563	0	2
November	„ ...	250	8	2
December	„ ...	100	6	2

No. 700.

Copy forwarded to the Board of Revenue for their opinion as well as that of the Collector of Customs.

Classification of Dhooties in Bills of Entry.

It having been represented to the Collector that, looking to the large trade which had sprung up in Dhooties, it was desirable that the different qualities—*Shirting, Jacconet, and Mull*—should be accurately described by importers, the Committee concurred in the Collector's purpose to require the right specification of this class of grey goods, which would at the same time be uniform with the returns exhibited in the Chamber's Price Current.

Export Manifests.

The Collector brought to the Committee's notice some irregularities on the part of shippers of cargo by substituting in ships' manifests the names of parties other than those which appeared in the shipping bills. As this was against orders the Collector brought the matter before the Chamber, and the Committee were of opinion that he was right in insisting upon the names of the ostensible shippers, according to bills of entry, appearing in the manifests.

Subsidiary marks in shipping-bills.

The Committee also supported the Collector in his requiring shippers to enter in their challans the subsidiary marks of packages; they con-

sidered it proper this should be done not only for the correct preparation of the detailed manifests, but with the view to afford necessary checks against erroneous entries, to prevent confusion in the tally of different marks, and to facilitate the check of refunds payable in cases of short shipments or relands.

Weight of Grey Cotton Goods for Customs Duty.

As the most convenient means of reconciling possible differences between Custom House appraisers and importers of grey cotton goods regarding the weight at which these articles should be assessed for duty, the Committee originally recommended that when the difference between invoice weight and the actual weight ascertained at time of importation was $2\frac{1}{2}$ per cent or under, that difference should be disregarded and duty levied on invoice weight; and when that difference exceeded $2\frac{1}{2}$ per cent the ascertained weight should be the basis for duty. Subsequently however the Committee modified that recommendation by suggesting a variation of 2 instead of $2\frac{1}{2}$ per cent in the case of *Shirtings, T. Cloths, Drills, Sheetings, Domestics,* and other *heavy* goods, but applying the larger margin to *Madapollams, Jacconets, Mulls, Dhooties,* and other *light* grey fabrics.

Duty on imported Flour.

The following correspondence having been submitted by the Government of Bengal for an expression of the Chamber's opinion with regard to the propriety of retaining the present tariff valuation and the rate of duty levied on the importation of flour, the Committee replied that they concurred in the view taken of the question by Messrs. Rennie, Scovell and Co., of Bombay, at whose instance it had been brought to notice; and that in the case submitted those gentlemen shewed good grounds for reduction of valuation and duty to a point which would not interfere with the free importation of the article. They therefore recommended that the levy of duty should be at the lowest rate—say 1 per cent.—on a valuation not exceeding the average net market value for the last 2 or 3 years. Indeed the Committee were not indisposed to suggest that the importation of flour was entitled to the most liberal consideration, and that if no objection could be advanced against the removal of that item from the schedule of dutiable merchandise they would be glad to see that course taken.

The result of this reference has not yet been communicated to the Chamber.

From Government of India, Financial Department, to Governmet of Bengal, Revenue Department,—(No. 2473, *dated Simla, the* 31*st July* 1871.*)*

Letter from Government of Bombay, No. 3414, dated 14th July 1871, and enclosures.

I am directed to forward a copy of the papers noted on the margin, received from the Government of Bombay, relative to a representation against the existing tariff valuation and the rate of duty levied on importation of flour, and to request that the Government of India may be favoured with the views of the local Government on the subject after consultation with the Chamber of Commerce and the chief customs authority.

From Government of Bombay, to Government of India, Financial Department,—(No. 3414, *Dated Bombay Castle, the* 14*th July* 1871.*)*

I am directed by the Right Hon'ble the Governor in Council to forward to you, for submission to the Government of India, the accompanying copies of communications from Messrs. Rennie, Scovell and Company, relative to the rate of duty levied upon flour imported into Bombay; and in doing so, I am desired to state that, under the circumstances brought to notice by them, it appears to His Excellency the Governor in Council that both the tariff valuation and the rate of duty on the article in question urgently require reconsideration.

From Messrs. Rennie, Scovell and Co., to the Govt., Bombay, Revenue Department,—(dated Bombay, the 27th September 1870.)

We have the honor to state that having lately received from Australia a consignment of 1,246 bags of wheaten flour of 200 lbs. per bag, we thereby had our attention called to the very excessive rate of customs duty levied upon that article.

The rate of duty is 7½ per cent. upon a tariff valuation of Rs. 25 per bag of 200 lbs., while the market value for the article is Rs. 15 per bag of 200 lbs. ; (we sold at Rs. 15-4 per bag, the flour being of very excellent quality.)

We therefore respectfully submit that on such an article as flour the rate of 7½ per cent. duty is even, under a proper valuation, very excessive, as flour is much more a necessity, and a staff of life, than, for instance, iron, which is admitted at a duty of 1 per cent only. It is further well known that the native flour is of a very inferior quality. Owing, however, to the excellent American and Continental flour, as well as that of Australia, being kept out of the market by the protective duty imposed, consumers are obliged to pay an exorbitant price for an inferior article, while the customs revenue is not benefited, as the rate of duty simply puts a stop to importation, and renders a duty levied for the benefit of the revenue but a prohibitory and protective impost.

By a reference to the latest annual statement of the trade, &c., of Bombay, published for Government and at page 36, it will be seen that the declared value of flour imported *from all foreign* countries only amounted to Rs. 1,03,798, or a gross revenue to Government of Rs. 7,785. The market value of the flour imported, however, (in the proportion of Rs. 15 to Rs. 25) would only amount to Rs. 62,280.

In other words, a duty of 12½ per cent.—for that is what it comes to—upon one of the principal articles of food puts a stop to imports in it, and gives a revenue to Government so small as not to be worth the trouble of collecting.

We beg therefore respectively to submit that—

1*st.*—The tariff valuation upon flour ought to be reduced.

2*nd.*—The rate of duty ought also to be reduced to, say, 1 per cent.

Were these points permitted, we believe Government would be no losers, and the country generally considerable gainers.

P. S.—We believe that the present is a suitable opportunity for bringing this matter to the attention of Government, as we believe a Committee for revising the existing tariff is at present sitting in Calcutta

From Messrs. Rennie, Scovell and Co., to the Govt., Bombay, Revenue Department—(dated Bombay, the 30th June 1871.)

On the 27th of September last, we had the honor of addressing your department, relative to the rate of duty levied upon flour imported into Bombay, as per copy of our letter, which, for convenience of reference, we beg to hand you herein.

We have not been favored with any reply to that communication, and we therefore beg leave to solicit your attention to it.

We may further state that since then addressing you, we have had communications from Australia, pointing out that the very excessive scale of charge in Bombay completely debars business between that country and this port, but that a modification to some such duty as that levied upon iron would enable business to be done.

Publication of periodical Statements of Prices of Grain in the Upper Provinces.

This subject was referred to in the Committee's last Report : since then it has been brought to a close by orders issued by the Governor-General in Council who, having regard to the opinion expressed by the Governments of Bengal and the

North-Western Provinces and the Chief Commissioners of Oudh and the Central Provinces, has authorised the discontinuance of the publication of the weekly statements of prices current; the *monthly* returns however will be continued as heretofore, and probably the commercial public will find these sufficient for their purpose.

The Jetties.

THE Port Commissioners having communicated to the Committee that the non-working days at the jetties would be restricted to *New Year's Day, Good Friday, the Queen's Birth-day* and *Christmas Day*—exclusive of Sundays—they were informed that this limitation would not be acceptable to the Chamber and the commercial community generally.

The Committee pointed out that in addition to the days on which the Commissioners proposed to suspend work there were numerous native holidays, recognised by Government, on which the Treasury, Custom House, and other public offices were closed, and on which, as a rule, native establishments were privileged to be absent; that it would therefore be scarcely possible for con-

signees of goods to clear their packages on such days in the absence of their sircars and other servants; that during the *Doorgah Poojah* vacation the difficulty would exist in a greater, and on other close holidays in a lesser, degree. The Committee therefore recommended that the non-working days at the jetties should assimilate to the days observed by Government; that if any work was done it should be permissive only; and that if a master of a vessel wished to get despatch by discharging cargo on those days when consignees could not take delivery he should do so at his own expense for any wharf-rent levied by the Commissioners on such discharged and undelivered cargo.

From the following reply it will be seen that the Commissioners have adopted the Committee's recommendation to a considerable extent; and it is hoped the arrangement arrived at in respect of non-working days will be satisfactory to the public. The Commissioners have not however noticed the point of charging to vessels the wharf-rent due on packages of which consignees are unable to obtain delivery.

Calcutta, June 12th 1871.

In continuation of my letter No. 812 of the 22nd

ultimo, I have the honor to inform you that the Commissioners have adopted the following list of holidays to be observed at their jetties and wharves in substitution of the list hitherto in force :—

New Year's Day	...	1 day.
Sree Punchoomy	...	1 „
Good Friday	...	1 „
Queen's Brith-Day ...	...	1 „
Doorga and Luckhee Poojah ...	...	12 „
Kally Poojah	...	1 „
Juggodhatree Poojah ...	...	1 „
Christmas	...	2 „
		20 days.

The addition made to the number of holidays allowed under the former rules is sixteen.

It has been decided that consignees shall not be charged wharf-rent during any of the above holidays when they fall within the first 48 hours after the goods have been landed from the vessel, that is to say, two clear working days will always be allowed before a charge for wharf-rent is incurred. In order to faciliate discharge of the vessels, they will be allowed to work on holidays, so long as accommodation can be conveniently provided for cargo in the jetty sheds, on payment of double the jetty hire and the usual overtime fees to establishments. By these arrangements, the Commissioners believe that the views of the Chamber of

Commerce and consignees will be met, and at the same time as little delay occasioned in the despatch of vessels as is possible under the circumstances.

Schedule of charges for shipping goods at the Jetties.

The Port Commissioners having submitted for the Chamber's opinion a schedule of charges and wharf rent on goods *shipped* at the jetties the Committee circulated copies of it to members, whose replies were forwarded to the Commissioners with an expression of the Committee's opinion that the proposed rates largely exceeded those to which exported produce had been subject under a long continued system, and of their hope that due weight would be given to the views contained in the several communications placed before them.

The Commissioners having carefully considered the various suggestions offered by members and the Committee, endeavoured to meet their wishes as far as possible by a material reduction of the rates originally proposed; and the Committee believe that the amended schedule has been accepted as fair and reasonable.

Street Tramways.

The Committee's report for the half-year ended 31st October 1870 contained all the correspondence that had passed up to that date between the Government of Bengal and the Chamber relative to the scheme of street tramways proposed by Mr. Prestage, Agent for the Eastern Bengal Railway; and on the present occasion the Committee submit a continuation of the discussion of that subject.

The scheme having been forwarded by the Government of Bengal for the consideration of the Justices of the Peace, a special Committee, representing the Justices and the Port Commissioners, was appointed to report upon it, and their recommendations were unanimously adopted by the Justices, who expressed their desire to construct a line of tramway from Circular Road—up Boitokhanah, Bow Bazar, and Lall Bazar—to the Strand Road, and from that point northward along the Strand to Chitpore Bridge. Should these experimental lines prove successful, the Justices will endeavour to extend the tramway system in such other directions as may be found useful for developement of traffic and convenient for the public generally.

Government of Bengal to Chamber of Commerce.

Calcutta, 6th June 1871.

I am directed to forward for the information of the Chamber of Commerce the papers noted in the margin relating to a proposal for establishing Street Tramways in Calcutta, and to solicit an expression of their views on the proposed scheme.

No. 574 dated 11th May 1871 from Chairman of the Justices of the Peace for the Town of Calcutta.
Report of the Special Committee appointed by the Justices.
Map of Calcutta shewing the lines of Tramways recommended for construction.
No. 1044 G. dated 20th May 1871 to the Chairman of the Justices of the Peace for the Town of Calcutta.
No. 1286 dated 5th May 1871 to the Vice-Chairman to the Commissioners for making improvements in the Port of Calcutta.
Memorandum by Lieut-Col. F. S. Taylor, R. E., dated 5th June 1871.
Memorandum by F. Prestage, Esq., dated 5th June 1871.

Chamber of Commerce to Government of Bengal.

Calcutta, 16*th June* 1871.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1183 of the 6th instant, and to submit for the consideration of His Honor the Lieutenant-Governor the following remarks on the subject of your reference.

It is just a year since the Committee were invited by the Government of Bengal to consider a proposal for

constructing street tramways for the town of Calcutta and to express their opinion of the scheme submitted by Mr. Prestage, Agent for the Eastern Bengal Railway.

After a consultation with that gentleman as to the bearing of the proposed measure on the passenger and goods traffic of the city, the Committee reported their general concurrence in the plan and expressed their opinion that it would confer very appreciable advantages.

The scheme now before the Committee is, with the exception of certain extensions which it is not proposed now to carry out, very similar to that already referred to.

There can be no question as to the material benefits derivable from a tramway running down from the Circular Road in a direct line to the Strand, and thence from a point near the Custom House—say Fairlie Place—towards Chitpore Bridge, to some point which can be easily reached, say—Aheeretollah Ghât, or Ruth Ghât a little higher up. The Strand Road terminates at or near the latter place, and the question arises whether the tramway should branch off to the right, up Shobah Bazar Street, and thence enter the Chitpore Road, or whether it should be continued in a direct line from Ruth Ghât to Baug Bazar parallel with the river bank, by means of a viaduct as proposed by Mr. Prestage.

Entirely sharing the doubts expressed by the Lieutenant-Governor regarding the line from Ruth Ghât up Shobah Bazar Street and thence up the Chitpore Road,

and being of opinion that that route is altogether impracticable for tramway purposes, the Committee do not hesitate to pronounce their belief that the continuous line, running parallel from Ruth Ghât to Baug Bazar Ghât, over a well constructed viaduct, would be the most efficient plan for maintaining an uninterrupted communication between the southern and northern terminal points of the tramway, and an unbroken connection with the starting point at Sealdah.

The Committee duly note the views expressed by the Justices on the question of gauge and their recommendation in favor of the narrow gauge of 3 feet 3 inches which has been recently adopted by Government for State Railways: but they are unable to concur in the opinion of the Justices in this respect.

If, as the Justices rightly apprehend, "as far as goods traffic is concerned, the tramway would probably be chiefly used for the removal of country produce—such as seeds and jute—from the Sealdah Railway Station to the godowns in town where they are stored by wholesale merchants," and those godowns are nearly all situated in the vicinity of the northern portion of the Strand Road and near Shobah Bazar Street, it appears to the Committee very essential to the proper working of the tramway system that the gauge should assimilate to that of the Eastern Bengal Railway, whence by one uniform breadth of rail produce could be transported without break of bulk, a process involving material loss of time and considerable loss by breakage and wastage, and which, the Committee think, should be obviated if possible.

Government of Bengal to Chamber of Commerce.

Fort William, 22nd June 1871.

I am directed to acknowledge the receipt of your letter dated the 16th instant, communicating the views of the Chamber of Commerce on the subject of the proposed system of street tramways for Calcutta. It appears that the Committee, whilst entirely agreeing with the Lieutenant-Governor as to the route to be followed, are in favor of the standard gauge, to enable the wagons of the Eastern Bengal Railway Company to transport produce over the tramway to the river-side without break of bulk.

2. The Lieutenant-Governor desires me to state that the question of the extension of the Eastern Bengal Railway from Sealdah to Nimtollah has been dealt with as distinct from that of the tramways, and a copy of my letter No. 1189G, dated 7th June 1871, to the address of the Agent, Eastern Bengal Railway, is enclosed for the information of the Chamber.

3. The Lieutenant-Governor will be glad to know if the Committee are of opinion that it would be praticable to carry the broad gauge through the city by the line proposed by the Justices of the Peace, and I am to add that, as the line is to be constructed by the Justices from Municipal Funds, the matter rests with them to decide: but His Honor has no doubt that they would much respect the opinion of the Chamber.

Govt. of Bengal to Eastern Bengal Railway Coy.

Your letter No. 1932, dated 17th ultimo, forwarding

a copy of Mr. Hawkshaw's report on the proposed extention of the railway through the city and the formation of a goods station on the river-side at Hautkolah, having been laid before the Lieutenant-Governor, I am directed to state in reply that His Honor is strongly impressed with the belief that it will not be possible to allow traffic to be worked by locomotive power over a broad gauge line through the heart of the city to Hautkolah.

2. The orders of the Government of India on the subject were communicated to you with my docket No. 631G, dated 29th March 1871, and there is now no ground for the expectation that Government will bear a portion of the expense of widening Nimtollah Street. His Honor is, however, inclined to think that the only mode of obtaining the object in view, would be by the Municipal Railway to the river and thence along the Strand Bank to the Port Jetties, if the plan which has been suggested to the Commissioners for making improvements to the Port of Calcutta in the enclosed letter No. 1286, dated 5th May, issued from the General Department of this Government, could be carried out by the co-operation of the Commissioners, the Justices of the Peace for the Town of Calcutta, and the Eastern Bengal Railway Company.

Chamber of Commerce to Government of Bengal.

Calcutta, 29th June 1871.

The Committee of the Chamber of Commerce desire

me to acknowledge the receipt of your letter No. 1299 of the 22nd instant, and to state in reply to the 3rd paragraph that they recommended the gauge corresponding with that of the Eastern Bengal Railway under the impression that it would be practicable to adopt it on the lines proposed for the tramway. If, however, it is *not* practicable to adopt that gauge the Justices will no doubt construct the line on such principles as they may deem best suited to the requirements of the scheme and the preservation of the ordinary traffic of the city.

Testimonial to Sir William Grey.

The subscriptions—limited to 2 gold mohurs each—amounted to Rs. 3,072—and of this sum, after meeting the charges incurred here, £180 has been remitted and placed at the disposal of Messrs. J. Skinner, D. Cowie, J. N. Bullen and Seth Apcar, who cordially consented to act as a Committee in London for the purpose of carrying out the wishes of the Chamber in obtaining the portrait of Sir William Grey.

Members.

Messrs. E. D. Latapie and Co., and Messrs. Todd, Findlay and Co., of Moulmein, have ceased to be Members.

Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 960-3-7, exclusive of the Reserve of Rs. 12,000 in 4 per cent. Government Securities.

J. R. BULLEN SMITH,

President.

APPENDIX.

FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce from 1st May to 31st October 1871.

To Office Rent			Rs.	900	0	0	By Balance of 30th April 1871 :—				
„ Establishment			...	7,923	2	3	Cash in Bank of Bengal	Rs.	687	14	0
„ Charges General			...	4,685	3	0	„ in hand ...		374	15	10
				13,508	5	3			1,062	13	10
„ Balance :—							Government Paper ...		12,000	0	0
Cash in Bank of Bengal ...	687	14	0								13,062 13 10
„ in hand ...	270	5	7				„ Subscriptions ...		8,998	0	0
	958	3	7				„ Receipts from Price Current		4,147	9	0
Government Paper ...	12,000	0	0				„ Interest for 6 months on 4 per cent. Govt. Paper for Rs. 12,000 ...		237	10	0
				12,958	3	7	„ Sundries		20	8	0
											13,403 11 0
			Rupees	26,466	8	10				Rupees	26,466 8 10

CALCUTTA,
31st *October* 1871.

E. E.

H. W. I. WOOD,
Secretary.

SCHEDULE OF COMMISSION CHARGES,

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1	per cent.
2.	On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery	2½	,,
3.	On purchasing ditto when funds are provided by the Agent	5	,,
4.	On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ...	5	,,
5.	On returns for Consignments if made in produce ...	2½	,,
6.	On returns of Consignments if in Bills, Bullion, or Treasure	1	,,
7.	On accepting Bills against Consignments ...	1	,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ...	2½	,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee.	half com.	
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ...	2½	per cent.
11.	On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived	2½	

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ ,,
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings.. ... 5 ,,
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,

22.	On effecting Insurances, whether on lives or property	½	per cent.
23.	On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium	2½	„
24.	On drawing, purchasing, selling, or negotiating Bills of Exchange	1	„
25.	On debts or other claims when a process at law or arbitration is incurred in claiming them ...	2½	„
	Or if recovered by such means	5	„
26.	On Bills of Exchange returned dishonored ...	1	„
27.	On collecting House Rent	2½	„
28.	On ship's Disbursements	2½	„
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½	„
30.	On granting Letters of Credit	1	„
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another	½	„
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value	½	„
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged	½	„

☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

Secretary.

TONNAGE SCHEDULE for the PORT OF CALCUTTA, adopted at the General Meeting of the Bengal Chamber of Commerce, held on the 28th May 1859. The Schedule came into operation from 1st January 1860.

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Aloes in Bags and Boxes	20	....
Alum, in Ditto	20	....
Aniseed, in Bags	8	.....
Arrowroot, in Cases	.....	50
Asafœtida, in Bags and Boxes ...	20	.....
Apparel, in Boxes	.....	50
Bark, in Bags	8	.....
Bees' Wax	20 cwt.	gross.
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax or Tincal	20	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in Bags	16	.....
Camphor, in Cases	.....	50
Cardamoms in Robins	8	.....
,, Boxes	.....	50
Cassia, in Boxes	.....	50
,, Bags	12	.....
China Root, in Bags	11	.....
,, Boxes	.....	50
Chiretta	.....	50
Cigars	.....	50
Cloves, in Bags	8	.....
,, Boxes	.....	50
Coals	20	....
Cochineal	.....	50
Coffee, in Bags	18	.....
,, Casks	16	.....
Coral, Rough	20	.....
Cotton, in Bales of 300 lbs. each, 5 to the ton, not to exceed ...	.....	52
Cowries	20	.....
Cutch, in Bags	18	.....
Dates, Wet	20	.....
,, Dry	16	
Dholl	20	.....
Elephants' Teeth in Bulk	20	.....
Furniture	.....	50

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in Cases	.....	50
Gunny Bags and Gunny Cloth ...	.....	50
Gunjah	.....	50
Hemp, in Bales of 300 lbs. each, 5 to the ton, not to exceed	.....	52
Hides, Buffalo, or Cow, Cured ...	14	.....
Hoofs, Horn Shavings and Tips ...	20	.....
Horns, Cow, Buffalo, or Deer ...	20	.....
Indigo	.....	50
Jute, in Bales of 300 lbs. each, 5 to the ton, not to exceed	.....	52
Lac Dye	.....	50
Lard	20 cwt. gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mirabolams	16	.....
Molasses	2 puncheons or 4 hhds.	
Mother o'Pearl, in Bags	20	.....
,, Chests	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Nutmegs, in Cases or Casks... ...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in Cases	.....	50
,, Casks	4 hogsheads.	
Opium	per chest.	
Paddy	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Raw Silk, in Bales	10	.....
Rattans for Dunnage	20	.....
Red Wood Ditto	20	.....
Rhea, in Bales, per Ton of 5 Bls. not exdg. ...	.....	52
Rice	20	.....
Roping in Coils	.....	50
,, Lines and Twines, in Bundles ...	16	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rum, in Casks	2 puncheons or 4 hhds.	
Safflower, in Bls. p. Ton of 5 Bls. not exdg....	.....	52
Sago, in Cases	.....	50
Sal-amoniac, in Bags	20	.....
,, Boxes	20	cwt. gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood for Dunnage	20	.....
Sealing Wax, in Cases	.....	50
Seed-lac, in Cases	.....	50
,, Bags	16	.....
Senna, ...	.....	50
Shells, Rough, in Bags	20	.....
Shell-lac, in Cases	.....	50
,, Bags	16	.....
Silk Piece Goods	.....	50
Skins	14	.....
Soap, Country, in Cases	.....	50
,, Bags	15	.. ...
,, Bar	20	.....
Stick Lac, in Cases	.....	50
,, Bags	16	.....
Sugar	20	.....
Tallow, in Cases or Casks	20	.....
Talc	20	.....
Tarmarinds, in Cases or Casks ...	20	.....
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, Round	.....	40
,, Squared	.....	50
Tobacco, in Bales	16	.....
Tortoise Shells, in Chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

N. B.—Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within the limits of the Port of Calcutta.

H. W. I. WOOD,

Secretary.

CALCUTTA,
18*th March* 1868.

MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto and Sagrandi.
Apcar and Co.
Anstruther and Co.
Argenti, Schilizzi and Co.
Atkinson, Tilton and Co.
Atkinson, John and Co.
Ashburner and Co.
Balmer, Lawrie and Co.
Barlow and Co.
Begg, Dunlop and Co.
Blacker, G. M.
Borradaile, Schiller and Co.
Buskin, E. G.
Camin, Lamouroux and Co.
Carlisles Nephews and Co.
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cochrane, S., *Manager, Agra Bank, Limited.*
Cameron, E., *Agent, Hong-Kong & Shanghai Banking Corporation.*
Chalmers, J., *Manager, National Bank of India.*
Cox, Henry S.
DeSouza, Thos. and Co.
Durrschmidt, Grob and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Findlay, Hoyes and Co.
Feilmann, Maurice and Co.
Finlay, Muir and Co.
Freck, D., and Co.
Finlayson, D., *Offg. Agent, Chartered Mercantile Bank of India, London and China.*
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson and Co.
Henderson, George and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Knowles, H., *Agent, Borneo Company.*
Longmuir, Thos., *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Lyall, Rennie and Co.
Macallister, R., *Agent, Tudor Company.*
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Pearce, Macrae and Co.
Playfair, Duncan and Co.
Petrococchino Brothers.
Peel, Ross and Co.
Prestage, F., *Agent of the Eastern Bengal Railway Company.*
Prawnkissen Law and Co.
Preston, Alfred.
Ralli Brothers.
Ralli and Mavorajani.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Robinson, T. M., *Managing Director of the Bengal Coal Company.*
Rose and Co.
Renaud, A., *Manager, Comptoir D'Escompte de Paris.*
Schilizzi and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Shand, Fairlie and Co.
Shaw, Jameson and Co.
Smith, D. A. and Co.
Smith, Samuel, Sons and Co.
Scrymgeour, J. S., *Agent, Oriental Bank Corporation.*
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Ullmann, Hirschhorn and Co.
Wattenbach, Heilgers and Co.
Weinholt Brothers.
Whyte, G. A., *Agent, Chartered Bank of India, Australia and China.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Wills, Edmands and Co.
Wolff, Wilmans and Co.
Yule, Andrew and Co.

MOFUSSIL MEMBERS.

Becher, Wm.—*Gowhatty, Assam.*
Hamilton, Brown and Co.—*Mirzapore.*
Howard Brothers.—*Mirzapore.*

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

First .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

Second.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Third....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

Fourth....That candidates for admission as members of the Chamber shall be proposed

and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

Fifth.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

Sixth ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

Seventh... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

Eighth.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

Ninth... That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

Tenth... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

Eleventh. That the Committee shall meet for the purpose of transacting such business as may come within the province of the

Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

Twelfth. That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

Thirteenth. That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

Fourteenth. That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Fifteenth. That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

Sixteenth. That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

Seventeenth. That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting to be held within 15 days subsequent to receipt of such requisition.

Eighteenth. That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

Nineteenth. That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

Twentieth. That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

Twenty-first. That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second. That strangers visiting the Presidency may be admitted by the Committee

as honorary members for a period not exceeding two months.

Twenty-third...That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

Cones and Co., No. 19, Loll Bazar.

REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st November 1871 to 30th April 1872.

Calcutta:

PRINTED BY CONES AND CO., No. 19, LOLL BAZAR.

1872.

133017

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Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce held on Friday, the 31st May 1872.

The Hon'ble J. R. Bullen Smith, *President*, in the Chair.

The Chairman commenced the proceedings with the following remarks :—

Gentlemen,—I have the pleasure to present the usual half-yearly report of the Committee of the Chamber for the six months ending 30th April last, and in moving its formal adoption I shall not have to trespass on your time for many minutes.

The report opens with a brief notice of the death of the late Viceroy, and I am sure every Member of the Chamber will echo back a hearty response to the expression of deep regret at this most deplorable occurrence, which the Committee have placed on record. Those who, like ourselves, are actively engaged in the commerce of British India have every reason to join in the universal sorrow which Lord Mayo's death has called forth, for, I believe, we shall never have a

ruler who will more practically recognise the value to the Empire of our pursuits, who will be more deeply interested in the various industrial enterprises which European capital has set on foot in this country, or more willing to extend to them all the legitimate support in his power. The choice of a successor to the late Viceroy seems to have been well and wisely exercised, and although the Chamber did not present His Excellency Lord Northbrook with an Address on arrival, partly because such has not been our custom, and partly because we had nothing special to represent, not the less do we all wish him health and strength for the duties and labors of his high office.

The Committee's report next contains the usual notice of the Budget Statement recently presented, and regarding which there has been so much said and written during the last few weeks that it would be altogether superfluous for me now to enlarge upon it. The Income Tax has again formed a prominent topic, and is, I see by a recent telegram, about to form subject of a motion in the House of Commons. I scarcely think there is any early prospect of relief from this burden by a vote of the Imperial Parliament, but that it should be

even brought forward in that assembly appears to indicate increased interest in Indian affairs, and can hardly fail to press the matter still further upon the attention of the Government here. My own desire and hope is that this Income Tax question may receive next cold season mature and deliberate consideration, with ample time and ample materials—not the narrow issue whether for another year Sir Richard Temple is to be allowed this tax to balance perhaps a small prospective deficit, but the broad and most important question of principle, viz., whether this impost, even in its mildest form, is so utterly unsuited to this country and its attendant conditions so necessarily and irremediably bad, that its retention among the sources of ordinary revenue should no longer be tolerated, that it should be laid aside, only to be reproduced in a time of dire extremity,—such as the mutiny deficit which first called it into existence.

In connection with the notice of the Port-Trust I have to mention that a Sub-Committee of the Commissioners are now engaged in considering whether they can fall in with the Chamber's suggestion for the selection of a piece of land on the Howrah side, to form a depôt

under the control of the Commissioners, for the reception of all fully pressed cotton bales arriving by the East Indian Railway. I believe the formation of such a depôt would be a boon to all concerned, that it would materially diminish the fraud and harrassment with which measurements are now carried on, and I trust the Commissioners may see their way to adopt the proposal and have their arranagements matured in time for the next cotton season. The report notices the concession which Government, with the concurrence of the Committee of the Chamber, has made to the Port Commissioners as regards non-liability for acts and defaults of their servants: it is an important concession undoubtedly, and goes further than English law in similar cases; but I think the peculiar circumstances under which our Port Trust was founded justify the exception, and I hope the view of the subject taken by the Committee may be endorsed by Members generally.

The new Act for the regulation and control of jute depôts will come into force on 1st August, and I understand His Honor the Lieutenant-Governor has resolved that the provisions of this law shall at once be extended to Howrah, in view of

the greatly increased trade in jute which it is anticipated by many will spring up on that side of the river before very long, partly owing to the probable condemnation of many of the existing depôts on the Calcutta side, and partly to the convenience for transport which the new floating bridge will afford. As to this latter, the Committee have been unable recently to get any official information, but I have learned within the last 24 hours, on I believe reliable authority, that the construction of the pontoons is being pushed forward at home under Mr. Bradford Leslie's superintendence; so that this long-talked of work may at length be considered as fairly in hand.

You will find duly recorded in the report the decision of the Special Meeting of 12th February, in connection with the Tonnage Schedule, by which the amended Schedule was rejected; so that the appendix to this Report will contain not the Schedule agreed to at our last ordinary meeting, but that to which we have been accustomed for some years, changed however in one or two important particulars. In common with the rest of the Committee, I much regretted and still regret the decision come to at the meeting in February, but we, of course,

accepted it without demur and did not anticipate any further action in the matter for the present. During this month, however, we have received the letters from the Ship-owners' Associations of Liverpool and London, which, together with the Committee's reply thereto, I now beg to lay upon the table.* Copies of these letters have, I understand, been circulated among the members, so you are all doubtless fully acquainted with their contents, and you will notice that the Committee, this day retiring, have in their reply expressed an opinion against the expediency of re-opening a question which has been so recently settled, and regarding which a good deal of feeling existed at the time. I believe, however, that some members hold a different view on this point, and that there does exist on the part of some a desire to have the Tonnage Schedule re-considered *de novo* without delay, as to which the friends in question will probably make known their wishes and intentions at a later stage of this day's proceedings.

I would ask your particular attention to the

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* *The correspondence will be found at page* 11.

amendments in the Customs Act which the Committee have recommended to the Board of Revenue, and as nothing further has yet been done in the matter, there is still opportunity for making any further suggestions which may appear necessary, and regarding which I am sure the Committee this day to be elected will be glad to hear from members.

There are various other matters of minor importance mentioned in the Report, but nothing which seems to call for special mention at my hands; with the foregoing remarks, I therefore beg to move the adoption of the Committee's Report for the half-year ending 30th April 1872.

The resolution moved by the President for the adoption of the Committee's Report having been seconded by Mr. T. Willcox, was put to the meeting and unanimously agreed to.

The following resolutions were similarly adopted :—

Proposed by the President,

Seconded by Mr. E. C. Morgan,

That the Committee's conditional election of Messrs. Stokes, Coleman and Co., as Members

of the Bengal Chamber of Commerce, be confirmed.

Proposed by the President,

Seconded by Mr. J. F. Rutherfoord,

That the Committee's conditional election of Mr. N. J. Valetta, as a member of the Committee, in the room of Mr. George Whitney proceeded to America, be confirmed.

Proposed by B. D. Colvin, Esq.

Seconded by Evan A. Jack, Esq.

That the cordial thanks of the Chamber of Commerce be given to the Committee for their services during the past half year.

Mr. Willcox addressed the meeting in reference to the Tonnage Schedule and the letters from the Liverpool and London Ship-owners' Associations, indicating his desire to have the question re-opened at once, and finally handed in a requisition signed in accordance with Rule 17 by his own and four other Firms, for a Special General Meeting to consider the matter. The requisition was handed by the Chairman to the Secretary, with request that he would take the instructions of the Committee thereon and communicate

with the requisitionists. The meeting was also briefly addressed by Mr. Douglas and Mr. Van-Cutsem, the latter gentleman deprecating the renewal of discussion upon the subject.

The Chairman then called upon the scrutineers, Messrs. Murdoch and Pott, for the result of their examination of the voting cards, which was declared as follows :—

Mr. J. C. Murray,	*President.*
Mr. J. F. Rutherfoord,	*Vice-President.*
Mr. E. C. Morgan,	*Members of the Committee.*
Mr. W. F. Stutz,	
Mr. T. A. Apcar,	
Mr. T. A. Vlasto,	
Mr. N. J. Valetta,	

All of these gentlemen were present and having intimated their willingness to serve, their election was duly recorded as the Committee of the Chamber for the current year.

It was then proposed by Mr. Morgan, seconded by Mr. Colvin, and unanimously agreed to, that the thanks of the meeting be given to the retiring President for his services to the Cham-

ber during the last three years. Mr. Bullen Smith in returning thanks for this special vote of thanks, expressed the honor he had felt done him by members in three successive elections to the President's chair, at the same time stating his entire concurrence in the recommendation of the Committee, in face of which he was ineligible for re-election on this occasion; he deemed it of importance to have a steady flow of members through the Committee, as he was sure the more members became acquainted by actual service in the executive with the working of the Chamber, the more fully they would recognize the Chamber as an institution calculated to do good service and worthy of the support of the Merchants of this City.

Mr. Murray thanked the members of the Chamber for the honor they had done him, and he thanked them the more cordially as it had been entirely unsolicited on his part.

The Meeting then broke up

H. W. I. WOOD,

Secretary.

SHIP-OWNERS' ASSOCIATION,

Liverpool, 4th April 1872.

THE CHAIRMAN OF THE
BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

SIR,

I beg to hand you herewith a Requisition from the leading Ship-owners of this port, Glasgow and Belfast, relative to the New Tonnage Schedule of the Bengal Chamber of Commerce, as also printed copy of the Proceedings of the Meetings from which the Requisition emanated.

I may add that in this movement the London Ship-owners' Society is quite in accord, and will communicate with your Chamber by this mail.

Doubting not that you will give this subject your early and best consideration, and trusting that the result may be a settlement of the question on a basis satisfactory to all parties,

I remain, Sir,
Your most obedient Servant,
JAS. MACDONALD,
Chairman.

At a Meeting of Ship-owners engaged in the Calcutta Trade, held 19th March 1872, at the Offices of the

Ship-owners' Association of Liverpool, to take into consideration the Tonnage Schedule of the Bengal Chamber of Commerce,

Present:

James Macdonald, Esq., (of Messrs. D. and J. Macdonald and Chairman of the Liverpool Ship-owners' Association,) in the Chair.

William Imrie, Esq., (of Messrs. Ismay, Imrie and Co.)

Robert Alexander, Esq.

Peter Douglas, Esq., (of Messrs. Stuart and Douglas.)

Henry Coubrough, Esq., (of Messrs. Coubrough, Boyd and Co.)

David Jardine, Esq., (of Messrs. Farnworth and Jardine.)

Edward Jackson, Esq., (of Messrs. Hargrove, Fergusson and Jackson.)

Robert Rankin, Esq., (of Messrs. Rankin, Gilmour and Co.)

Bryce Allan, Esq., (of Messrs. Allan Brothers and Co.)

James Beazley, Esq., (of the British Ship-owners' Company.)

W. T. Jacob, Esq., (of Messrs. Peel, Jacob and Co.)

Alexander Stoddart, Esq., (of Messrs. Stoddart Brothers.)

John M'Diarmid, Esq., (of Messrs. M'Diarmid, Greenshields and Co.)

J. G. Houghton, Esq., (of Messrs. Houghton, Smith and Co.)

W. B. Forwood, Esq., (of Messrs. Leech, Harrison and Forwood.)

Henry Heap, Esq., (of Messrs. Joseph Heap and Sons.)

James Higham, Esq., of Messrs. Shallcross and Higham.)

David Fernie, Esq., (of Messrs. Henry Fernie and Son.)
H. N. Hughes, Esq., (of Messrs. H. N. Hughes and Nephew.)
J. Southall, Esq., (of Messrs. H. N. Hughes and Nephew.)
W. Wright, Esq., (of Messrs. W. and R. Wright.)
W. H. Dixon, Esq.
Robert G. Allan, Esq., (of Messrs. Allan Brothers & Co.)
Philip Nelson, Esq., (of Messrs. Nelson and Co.)
John Williamson, Esq., (of Messrs. Williamson, Milligan and Co.)
Thomas R. Shallcross, Esq., (of Messrs. Shallcross and Higham.)
Mathew M. Willis, Esq., (of Messrs. Willis and Co.)
T. G. Edwards, Esq., (of Messrs. Bushby and Edwards.)
William Rome, Esq., (of Messrs. Eyre Evans and Co., and Chairman of the National Steamship Company.)
C. T. Bowring, Esq., (of Messrs. C. T. Bowring and Co.)
T. E. Lemon, Esq., (of Messrs. C. S. Lemon and Co.)
L. H. Macintyre, Esq., (of Messrs. L. H. Macintyre & Co.)

Communications were read from
F. A. Clint, Esq., (of Messrs. Clint and Co.)
P. Mackinnon, Esq., (of Messrs. Mackinnon, Frew and Co.) and
B. C. Nicholson, Esq., (of Messrs. Nicholson and M'Gill;)
regretting their inability to attend, and expressing their approval of the objects of the Meeting.

The Chairman, in opening the proceedings, stated that the original practice, dating from 1854, of measuring Jute and Cotton by the ton of 50 cubic feet had, some years since, given place to a so-called ton of 52 cubic feet, doubtless arising in the case of Jute from the fact that 5 bales of Jute generally measured about 52 cubic feet; this system, however, has been the source of constant annoyances, disputes, and even litigation; and though, when the measurement at the screw-houses was found by Captains to be in excess of 52 cubic feet, payments have been made to the ship for such excess measurement, yet, as stated, it is a constant subject of dispute, and a cause of loss and injustice to Ship-owners. The malpractices at the screw-houses are notorious, and it is, moreover, impossible for a Ship-master to attend to check measurements at these places, as the distances he requires to traverse are so great, in some cases 15 to 20 miles a day, when he has to go to three or four screw-houses at a distance from each other; it, therefore, became a pressing necessity, in the interest of the Ship-owner and of common fairness and justice, that an alteration in the practice of measuring Cotton and Jute should be brought about, and the subject has been frequently before the Bengal Chamber of Commerce with that object.

From the circular of 19th July 1871 convening the Bengal Chamber of Commerce, we extract the following:—

"*The Committee propose at an early date to take up the*

revision of the existing Tonnage Schedule, in which sundry alterations and additions have been suggested, and I am desired to solicit the favor of your making known to the Committee any recommendations you may have to make upon this point, as also in regard to the measurement of Cotton which matter was brought forward at last General Meeting."

And also—

" The Chairman then addressed the Meeting on the subject of the measurement of Cotton, which appears to be in a very unsatisfactory state at present, and also as to the excessive size of the up-country screwed bales which now arrive in such large quantities, and are shipped direct from Howrah to the vessel for which they are intended ; the Committee had not at present any definite resolution to propose on this subject, but as it was one which they would soon be compelled to take up in some form or other, he solicited the views of members for their better guidance. From communications received by the Committee it was evident some members thought a general revision of the Tonnage Schedule necessary ; others would like to have all Cotton measured alongside instead of at the wharf, so as to protect the ship from the great increase of size which in the case of the bulk of up-country screwed bales undoubtedly arises between the wharf and the ship, making the ton often 60 to 65 feet, instead of 52 feet. The system of having a public measurer, with a sufficient and competent staff of assistants, such as has lately been in force with success in Bombay at a cost of half an anna per bale, found also favor with

many; and the Chairman invited members to consider these various suggestions, and communicate freely with the Committee respecting them."

At the General Meeting of the Bengal Chamber of Commerce on 16th December 1871, it was decided by a large majority that an alteration of the Tonnage Schedule should take effect from 1st July 1872; the alterations were, mainly, that Jute, Hemp, Cotton and Safflower, instead of paying freight per ton of 5 bales not exceeding 52 cubic feet, should now pay freight upon the ton of 50 cubic feet, without reference to the number of bales, the measurement to be taken in Calcutta (the question of the mode of taking measurement being kept in abeyance). Also, it was decided that India-rubber be reduced from 18 cwt. to 16 cwt.; Ginger, Turmeric, Oats, and Myrabolams from 16 cwt. to 12 cwt. per freight ton; and further, that the term "dead weight," which hitherto has had a very loose signification, was defined to comprise the following articles only, viz., Sugar, Saltpetre, Rice, Wheat, Grain, Dholl, Peas, and all metals. Seeds, in future, not to be deemed "dead weight," by the custom of the port.

These proposed changes, it will be seen, were all of benefit to the Ship-owner; they would tend to the abolition of the malpractices already referred to, and the cessation of the consequent annoyances and disputes, and were all in the interests of justice and what is reasonable and fair.

It is, however, much to be regretted that interested parties strongly opposed to these changes have proved sufficiently active and powerful to obtain on 12th February last not only a reversal of the decision of 16th December referred to, and a return to the original Schedule, but several alterations which are still more injurious to the interests of Ship-owners, such as that Linseed and Rapeseed are declared to be "dead weight" by the custom of the port; that Jute of any weight up to 400 lbs. may be shipped without question as to weight, *and that all Cotton and Jute must be measured at the screw-houses.*

This decision being so adverse to the interests of Ship-owners, and as many of the Ship-owners' representatives in Calcutta do not appear to have advocated their interests by protest or otherwise, it has been considered desirable to call together all those Ship-owners who are interested in the Calcutta Trade, in order to obtain their views and take action accordingly.

After some discussion, the following resolutions were put and carried unanimously :—

It was moved by Robert Rankin, Esq.; seconded by Peter Douglas, Esq; and *Resolved unanimously*—

"That this Meeting considers the decision of the Bengal Chamber of Commerce of 12th February last, respecting the Tonnage Schedule, as unjust and injurious to the interests of Ship-owners; and at same time this Meeting expresses its regret that many Calcutta Houses

representing Ship-owners have not given that consideration to their interests in this matter that Ship-owners are entitled to expect."

It was moved by James Beazley, Esq.; saconded by W. T. Jacob, Esq.; and *Resolved unanimously*—

"That this Meeting considers the revised Schedule agreed to by the Bengal Chamber of Commerce on the 16th December last to be a fair and equitable one, and this Meeting pledges itself to endeavour to obtain a reversal of the decision of the 12th February, and have that of the 16th December substituted, with the addition, that the only just method for the measurement of Cotton and Jute is to have the same taken on the ship's deck or on the lighter alongside."

It was moved by William Rome, Esq.; seconded by by R. G. Allan, Esq.; and *Resolved unanimously*—

"That as it is important there should be united action, it is desirable that London and other Ship-owners should be invited to co-operate with those of Liverpool in this matter, and in order to obtain their concurrence, as well as the objects of this Meeting, the following Gentlemen be appointed a Committee to carry same into effect, and report to a subsequent Meeting, viz:—

Messrs. Jas. Beazley,
Wm. Rome,
D. Jardine,
R. Rankin,
J. Macdonald,

Messrs. P. Douglas,
F. A. Clint,
J. Williamson,
B. C. Nicholson.
R. G. Allan,

with power to add to their number."

A vote of thanks to the Chairman was carried unanimously, and the Meeting terminated.

(Sd.) JAMES MACDONALD,
Chairman.

AT A MEETING HELD 21ST MARCH, 1872.

Present:

Messrs. James Macdonald, (in the Chair,) Beazley, Jardine, Williamson, Rankin, Shallcross, Rome, Macintyre, Jackson, Nelson, Douglas, Thomas Bell, F. Boult and Davies.

The Draft of Requisition to the Chairman of the Bengal Chamber of Commerce having been read,

It was moved by T. R. Shallcross, Esq.; seconded by F. Boult, Esq.; and *Resolved unanimously*—

"That the Requisition to the Chairman of the Bengal Chamber of Commerce be approved, and after being signed by Ship-owners engaged in the trade, be sent along with copies of the Proeeedings at the Meetings on the 19th and 21st instant, by an early mail to Calcutta."

It was moved by L. H. Macintyre, Esq.; seconded by Thomas Bell, Esq.; and *Resolved unanimously*—

"That this Meeting instructs that copies of the Proceedings of the Meetings of the 19th and 21st instant, and of the Requisition to the Chairman of the Bengal Chamber of Commerce be sent to the Mercantile Houses at Calcutta, with the request that the same should receive their best consideration, and also that Ship-owners be requested to instruct their Calcutta correspondents to act upon the suggestions and Resolutions agreed to."

(Signed) JAMES MACDONALD,
Chairman.

Liverpool, 21st March 1872.

TO THE CHAIRMAN, BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

SIR,—We, the undersigned, representing almost the whole of the Ship-owners of the Port of Liverpool engaged in the Calcutta trade, beg to present for the consideration of yourself and that of your Chamber, the accompanying Minutes of Proceedings of Meetings held here on the 19th and 21st instant, respecting the recent alterations in the Bengal Chamber of Commerce Tonnage Schedule.

We beg to remind your Chamber that there are two parties to every agreement, and it appears to us that in the decision of your Chamber of 12th February last,

the Ship-owners' views were not fairly represented, or, if represented, were over-ruled by parties solely in the interest of shippers.

We must express our regret that before acting so precipitately, in reversing the action of your own Chamber by rescinding the Resolution passed only two months previously, your Chamber did not give time to ship-owners to express their views on the question at issue.

While strongly representing these points, and also that the views expressed in the Resolutions passed at the meeting held here on the 19th instant cannot be considered otherwise than reasonable and just, it is, at the same time, our desire to arrange with shippers upon such a fair and equitable basis as will give Shippers and Ship-owners their mutual rights.

You will perceive we ask only for that which your own Chamber has admitted to be a necessity, (*Vide* Proceedings, Bengal Chamber of Commerce shewn in Circular, 19th July 1871) therefore we cannot but believe that when you submit our views to your Chamber, which we request you to do at an early date, the Tonnage Schedule will be amended in conformity therewith, thus terminating what has been a constant source of dispute and irritation.

We are, Sir,
Your obedient Servants,
Thos. and John Brocklebank.
James Beazley.

D. and J. Macdonald.
Farnworth and Jardine.
Nicholson and McGill.
Alfred Holt.
Clint and Co.
Rankin, Gilmour and Co.
Stuart and Douglas.
Thos. and Jas. Harrison.
L. H. Macintyre and Co.
Nelson and Co.
Willis and Co.
McDiarmid, Greenshields and Co.
Moran, Galloway and Co.
Donald Kennedy and Co.
Andrew E. Byrne and Co.
C. S. Lemon and Co.
S. R. Graves, M. P.
Allan Brothers and Co.
Edward Bates and Sons.
Eyre, Evans and Co.
W. Rome, Chairman National Steam Co.
Ismay Imrie and Co., Oceanic Steam Navigtion Co., Ld.
Ismay Imrie and Co.
Rathbone Brothers and Co.
Joseph Heap and Sons.
Hargrove, Fergusson and Jackson.
R. Alexander.
W. and R. Wright.
Williamson, Milligan and Co.

W. Jacob.
C. J. Bowring and Co.
Francis Boult and Co.
H. N. Hughes and Nephew.
John S. de Wolf and Co.
Stoddart Brothers.
Houghton, Smith and Co.
Balfour, Williamson and Co.
Henry Fernie and Sons.
C. G. Cowie Sons and Co.
Shallcross and Higham.
G. W. Fletcher and Co.
W. P. Sinclair and Co.
Leech, Harrison, Forwood and Co.
Chas. Kelloch and Co.
Sandbach, Tinne and Co.
W. H. Dixon.
Thomas Bell.
Mackinnon, Frew and Co.
per pro. G. Wright.

Geo. Warren and Co.
Wm. Killey and Co.
W. and J. Herron.
Lancaster Ship-owners' Co., Ld.
per pro. Wm. Craig.

Richard Nicholson and Sons.
James Malcolm.
Thomas Royden and Sons.
Bushby and Edwards.

Lamport and Holt.
W. Prowse and Co.
James P. Corry and Co. of *Belfast* and
Rob. Rankin by special authority.

The following *Glasgow Firms* send special authority to Messrs. Allan, Brothers and Co., to sign for them :—

George Smith and Sons.
James and Alexander Allan.
A. G. Kidston and Co.
Watson Brothers.
John H. Watt.
Aitkin, Lilburn and Co.
J. and A. Roxburgh.
Thomas Skinner and Co.
J. and R. Young and Co.
Allan C. Gow and Co.
P. Henderson and Co.
R. and J. Craig.

For the above by special authority
Allan, Brothers and Co.

GENERAL SHIP-OWNERS' SOCIETY,
12, ST. MICHAEL'S ALLEY, CORNHILL.

London, 3rd April 1872.

GENTLEMEN,—As Chairman and Deputy-Chairman of the General Ship-owners' Society, London, we have the honor to submit for the consideration of yourself and the other Members of your Chamber, the accompanying

minute of Proceedings of a Public Meeting held here on the 3rd instant, respecting the recent alterations in the Tonnage Schedule of the Bengal Chamber of Commerce.

In requesting you to submit, at an early date to the Chamber, the views expressed in the resolutions of the meeting, we may state that as the Ship-owners had no intimation of any intention on the part of your Chamber to rescind the resolution which was passed only two months previously, they consequently had no opportunity of expressing their opinion on the questions at issue.

We have therefore now to request on the part of the shipping interest, that your Chamber will be pleased to acquiesce in the resolutions adopted by the public meeting and cause the Tonnage Schedule to be amended in conformity therewith, and so remove what cannot fail to prove a source of constant dispute and annoyance.

We have the honor to be,

GENTLEMEN,

Your most obedient Servants,

A. W. ROBINSON, *Chairman.*

W. STRANG, *Deputy-Chairman.*

TO THE CHAIRMAN AND MEMBERS
OF THE BENGAL CHAMBER OF
COMMERCE, CALCUTTA.

TO THE CHAIRMAN AND MEMBERS OF THE
BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

GENTLEMEN,—We, the undersigned, Ship-owners of the Port of London engaged in the Calcutta Trade present for your consideration the accompanying minutes of Proceedings of a public meeting held on the 3rd April respecting the recent alteration made by your Chamber in the Tonnage Schedule.

We beg to remind you that your Chamber gave no intimation to Ship-owners of an intention on the part of your Chamber to rescind a resolution passed only two months previously; and consequently there was no opportunity afforded of expressing our opinion on the subject. We, therefore, respectfully trust that you will be pleased to re-consider your late resolution and acquiesce in the resolutions submitted to, and unanimously adopted by the public meeting and cause the Tonnage Schedule to be amended in conformity therewith, thereby removing what otherwise cannot fail to prove a source of constant dispute and annoyance.

We are,
GENTLEMEN,
Your most obedient Servants,
R. & H. Green.
F. Green and Co.
George Marshall and Sons.
Donald Currie and Co.

Thos. and Wm. Smith.
Gilmour, Rankin, Strang and Co.
George L. Munro and Co.
John Allan and Sons.
W. H. Tindall and Co.
Thos. B. Walker.
Thos. Bibby and Co.
Devitt and Moore.
G. D. Tyser and Co.
Suvet and Simpson.
Henry Holmes.
Park Brothers.
A. R. Edridge.
H. Somerset Mackenzie.
Jas. Shepherd and Co.
Geo. A. Herring and Co.
Montgomerie and Greenhorne.
Geo. Duncan and Co.
Gellatly, Hankey, Sewell and Co.
Goslunar Smith.
Shaw Maxton and Co.
Alex. Howden and Co.
Alfred Wallen, Secy. Merchant Shipping Co., "Ld."
Robt. L. Hunter.
Shaw Savill and Co.
Galbraith, Stringer, Pembroke and Co.
T. Haviside and Co.
Temperleys, Carter and Darke.
per pro. Thomas Skinner and Co.

M. W. Jamieson and Co.
C. Norwood and Co.
Anderson, Anderson and Co.
Livingston, Briggs and Co.
Tatham and Co.
Henry Ellis and Sons.
John Lidgett and Sons.
Mills and Milne.
Edward Bagehot and Co.
For Stuckey and Bagehot.
Saml. Hicks.
Charles Gumm and Co.

GENERAL SHIP-OWNERS' SOCIETY,

12, *St. Michael's Alley, Cornhill,*

London, 3rd April 1872.

At a Meeting of Ship-owners engaged in the Eastern Trade, but more particularly that of Calcutta, held this day at the Offices of the General Ship-owners' Society of London, convened for the purpose of taking into consideration the Tonnage Schedule of the 12th February last agreed to by the Bengal Chamber of Commerce,

The Chairman having explained the object of the Meeting, the following Resolutions were unanimously adopted:—

I. That this Meeting, having heard the statement of the Chairman, are of opinion that the recent alterations

of the 12th February last effected by the Bengal Chamber of Commerce in regard to the Tonnage Schedule are not only adverse to the interests of Ship-owners but unjust and calculated to create great annoyance and frequent disputes.

II. That this Meeting regard the previously revised Schedule of the 16th December last agreed to by the Bengal Chamber of Commerce to have been fair and equitable, and that, therefore, every endeavour be now made to obtain a reversal of the recent alterations and to effect a return to the revised Schedule of the 16th December.

III. That this Meeting considers that the measurement of Cotton and Jute ought to be taken on the ship's deck or on the lighters alongside, such being the only just and true method of measurement, and that this be also pressed upon the notice of the Bengal Chamber.

IV. That the above Resolutions setting forth the views of this Meeting be forwarded to the Chairman and Members of the Chamber of Commerce, and that Ship-owners request their Agents in Calcutta to represent their views and advocate their interests, and also strictly act upon the suggestions and resolutions now unanimously agreed to.

A. G. ROBINSON,
Chairman.

WILLIAM STRANG,
Deputy-Chairman.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 14*th May* 1872.

JAMES MACDONALD, ESQ.,

Chairman Ship-owners' Association,

LIVERPOOL.

SIR,

I am instructed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter of the 4th April, forwarding copy of Minutes of Proceedings of a Meeting of the Ship-owners of the Port of Liverpool which had been held for the purpose of taking into consideration the Tonnage Schedule adopted by this Chamber on the 12th February last.

The resolutions adopted by the Ship-owners' Association, and the communications with which you have been good enough to place them before this Chamber, have had the careful attention of the Committee, by whom they will be submitted for the consideration of Members of the Chamber at their next General Meeting to be held about the end of this month.

In the meantime the Committee desire me to submit a brief account of their own action in the matter, as the Executive of the Chamber, and of the circumstances leading to the result which forms the subject of your representation.

Early last year the revision of the Tonnage Schedule

was considered essentially necessary in consequence of numerous references made to the Chamber regarding a variety of items of Indian produce which had become articles of considerable export since the Schedule of May 1859 came into force; and the Committee, with the assistance of some members who had been invited to co-operate with them, made various additions and alterations which appeared desirable to introduce into the Schedule. With reference, however, to the long established custom regarding the measurement ton of 52 cubic feet it was thought better that any change in that respect should emanate from members themselves; but the Committee considered it proper that a foot-note should be added to the Schedule *as a guide* and *for information* that the articles to which that measurement referred were packed in bales *varying in weight from* 300*lb.* *to* 400*lb.*

This revised Schedule was submitted to a Special General Meeting of the Chamber held on the 30th August last, and the meeting resolved that if no objections were raised by the 15th of the following month, the Schedule in its amended form should be held as approved and adopted by the Chamber, with effect from 1st May 1872.

The President on the same occasion brought before the meeting the subject of cotton measurement, expressing his regret that only two members of the Chamber had responded to the Committee's invitation for an announcement of their views on that important question.

Adverting to the previous suggestion in May last of licensed public measurers, he mentioned that the Port Commissioners had signified their willingness to appoint such, on an assurance that their measurement would be accepted alike by shippers and ships' agents; but inasmuch as a comparatively small proportion of the cotton trade passed through the works under the control of the Commissioners, it was thought that a rate per bale sufficient to secure the services of good reliable men would press too heavily on the limited amount of cotton cargo likely to pass over the Jetties. In many respects the most feasible plan seemed to him to have the measurement taken at port of discharge, as is the case with measurement freight generally,—measuring alongside in cases where the freight was payable in Calcutta; to this, however, it was objected, and not without reason, that such a course would, with an article like cotton, leave the amount of freight too uncertain, and might render difficult exact adherence to limits on the part of purchasers, and possibly lead to repudiation of orders. There remained the plan of measuring all cotton alongside the ship, but this was strongly objected to by many of the most influential firms in the place, as being practically impossible with fairness to all concerned, owing to the undue pressure which would probably be brought to bear by ships' officers on the sircars in charge of the cotton. The President regretted that the Committee had not then any definite scheme to put before members, but the subject would continue to receive their attention, as, from enquiries made by him

since the matter was last before the Chamber, he had become aware that the evils of the existing system were even greater than he had imagined, and that there was daily practised a large amount of bribery and corruption in connection with the measurement of cotton, which was highly discreditable to the trade and productive of heavy loss to vessels carrying that staple.

Considerable discussion ensued; and finally the following resolution was passed on the motion of the President, as being one step towards the removal of the evils complained of, seeing that to put before the parties sent to measure at the screw-house small bales containing less than the proper weight of cotton and which were not intended to be shipped, was a common mode of deception practised.

Resolved that it is desirable to conform to the terms of the Chamber's freight Schedule which provide that cotton, as measurement freight, be measured on the shipping wharf, instead of at the screw-house as is now generally done; and that the members of the Chamber now present pledge themselves, in their respective transactions, to carry out this Resolution, as far as possible, with a view to diminish the corruption attendant upon the present system of measurement.

Reverting to the Schedule, exceptions were taken to some of the proposed alterations which involved its further revision; but before the Committee had the opportunity of re-submitting the amended scale, a ques-

tion arose of material concern to Shippers and Shipowners, which required to be separately considered and disposed of.

The question was whether in a charter providing for a certain proportion of *dead weight*, the charterers were entitled to ship *rapeseed* as such dead weight; and the reference having been submitted to members, the result was that a very large majority recorded the opinion that under the charter-party *rapeseed could not be shipped as "dead weight."*

This decision confirmed the Committee's own view of the point, and they were of opinion that it was a fitting opportunity for declaring in the Tonnage Schedule what articles constituted "dead weight;" they therefore added the additional foot-note which declared that the term "dead weight" shall be understood to mean the following articles: "saltpetre, sugar, rice, wheat, gram, dholl, peas, and all metals."

With these and other minor amendments the Schedule was submitted to a General Meeting held on the 16th December: a lengthened discussion ensued, chiefly as to the advisability of reducing the measurement ton from 52 to 50 feet, on which subject much difference of opinion existed; ultimately, however, the Schedule was adopted, with the further amendments that the ton of jute, cotton, and similarly screwed articles be altered from 52 to 50 feet, and that the measurement thereof be taken on any shipping-wharf within a radius of 5 miles

from the Custom House: the Schedule to come into force from 1st July 1872.

Thus finally settled and accepted, the Committee hoped that the Schedule would be found to work satisfactorily for all interests; that its adoption would be the means of averting any future inconveniences; and that all parties would abide by its provisions.

In this hope however they were disappointed; a letter, of which a copy is annexed, was circulated generally by a firm, not members of the Chamber, but largely engaged in the trade of this port both as shippers and ship agents; and the views therein expressed having found large support a requisition under the rules of the Chamber was made to the Committee to convene a Special Meeting for the consideration of the questions thereby raised.

A meeting of the Chamber was accordingly held on 12th February, at which a majority of members carried the resolutions by which the Schedule of 1859—with the additional articles subsequently introduced—was re-adopted, measurement of cotton to be taken at screw-houses, and linseed and rapeseed were included among the articles comprehended in the term "dead weight."

Having thus summarised the proceedings of the Chamber in this respect and brought them to the point at which your Association has taken up the question, the Committee proceed to reply to your reference.

The substance of the first and second Resolutions adopted by the Meeting in Liverpool is that the Schedule of 12th February is not only adverse to the interests of ship-owners, but unjust and calculated to create great annoyance and frequent disputes, and that the Schedule of 16th December is regarded by you as fair and equitable, and should therefore be adhered to in substitution of that by which it was displaced.

After the recital of their action in this matter it is scarcely necessary to add that the view which the Committee took of a question which touched the interests of both ship-owners and exporters of produce has been confirmed by the opinions which your Association entertain and express; and that they were guided by what appeared to them a proper and reasonable regard for the interests of both sides and by a desire to frame a scale which would serve the purpose of securing for all parties a fairly defined and equitable rule for general observance.

The Committee having been over-ruled in this respect, it is manifestly their duty to accept the decision at which the Chamber arrived, and they are of opinion —much as they may regret that decision—that it is not desirable now to re-open the discussion of a question which has been so recently settled, although they will not fail to submit at the next General Meeting of the Chamber the correspondence with which they have been honored by yourselves and the representatives of shipping interests in London, Glasgow, and other places.

On the subject of the Resolution which touches the question of measurement, the Committee desire me to express their concurrence in the remark that measurement on the ships' deck or on the lighters alongside is the only just and true method of ascertaining the actual quantity of measurement-cargo shipped, and if that system could be carried out nothing would be wanting to satisfy the shipper and ship-owner as to the freight tonnage to be adjusted between them; and this system has not been lost sight of in the general discussion; indeed it has been advocated by several members of the Chamber: but the practical working of such a plan would be attended with difficulties and inconveniences which can only be understood and appreciated by those who are on the spot and familiar with the process of loading vessels in this port. The nearest approach to the best means of ascertaining the correct measurement such as would satisfy the shipper and ship-master is that which the Committee recommended, and which the Chamber at one time pledged itself to adopt, viz., *measurement on the wharf;* but even in this respect, with regard to cotton bales, the meeting of 12th February determined to have the measurement taken at the screw-house; and there the matter rests for the present.

It was suggested however that with the assistance of the Commissioners for the Port of Calcutta arrangements might be made for measuring at some convenient place on the Howrah side of the river, immediately opposite to Calcutta, screwed bales of cotton brought down by the East Indian Railway; this would be a great faci-

lity; and as the measurement would be made by a staff of measurers employed by the Commissioners—the expense of such establishment being defrayed by a small fee on each bale—there is every reason to believe that on this point shippers and ship-masters would be mutually satisfied.

As the jetty accommodation on the Calcutta side of the river increases and becomes available for export as well as import cargo, similar arrangements will follow for taking measurements, and in proportion as the number of improved presses is augmented there will be found shippers whose interest it will be to have their freight payable on actual measurement, and not upon an arbitrary ton of 52 feet, irrespective of the actual size of the bales, as at present. Indeed, already the Committee see signs of diminishing opposition to the amendment of the Schedule which they desired to introduce; and they hope to find their hands strengthened, when the subject is again brought forward, by the expression of opinion which the members of your Association have doubtless communicated to their respective correspondents here.

The Committee deem it right to mention that the opposition to the Schedule lately proposed was by no means confined to export firms, but was joined in by the largest consignees of tonnage in this port.

I am, Sir, your obedient Servant,

H. W. I. WOOD,

Secretary.

Calcutta, 30th December 1871.

DEAR SIRS,—The resolutions adopted, on Saturday the 16th, by the Chamber of Commerce, with reference to the Tonnage Schedule, are in our opinion so entirely unnecessary and uncalled for that we venture to ask an expression of the opinion and wishes of those more immediately interested in the subject.

As to ourselves we protest against the resolutions as mischievous because subversive of the existing schedule, which had been deliberately adopted a few years ago by a Committee of practical men, and which has never evoked any substantial complaint that we are aware of.

The resolution as respects cotton will simply be inoperative, for shippers will not submit to the exposure of so valuable an article to the inclemency of the weather on the ghaut.

While concurring in the abstract with the Chamber's definition of dead weight, we demur entirely to its late decision in the case of an Italian vessel, and contend that when $\frac{1}{2}$ to $\frac{2}{3}$ dead weight is provided for in charter-parties it is trifling with common sense to suppose that either the ship-owner or charterer contemplated by that phrase the present definition of the Chamber of Commerce.

Assuming the necessity of protecting ship-owners and charterers from the consequences of their own ignorance, which is a very large assumption indeed, we submit that

if the Chamber considered it incumbent upon itself to designate the definition of "dead weight," it was still more incumbent upon it to designate the category in which seeds are to be included for the future, because seeds represent a very large and growing proportion of our export trade.

The simple fact is that in all charter-parties concluded in Europe or America where certain proportions of dead weight are specified, Lin or Rapeseed is universally meant, and the exclusion, in most cases, with the occasional limitation of Teel and Poppy, and the provision, sometimes, (when the class of ship requires it) that so much of the dead weight should consist of Sugar, Rice or Saltpetre clearly indicates that this is the plain intent and meaning of both parties to such charters.

If we may be permitted to make a suggestion we should say "let well alone," and that if Calcutta feels itself called upon to teach ship-owners and charterers their business with respect to the definition of dead weight a twelve months' notice should be given of its benevolent intention.

Believing that, without the warrant of urgent necessity or the approval of the large body of merchants more immediately interested, nothing is more pernicious in business than objectless changes which unsettle customs and usages, tend to excite litigation, provoke further modifications to remedy previous mistakes, and so on *ad infinitum*, we conclude by submitting, for assent or

the reverse – the following propositions, subject to such modification as may be deemed necessary :—

First.—That the Tonnage Schedule now in force should remain intact.

Second.—That cotton should be measured at the screws as heretofore.

Third.—That the term dead weight in charter-parties should be held to include, as hitherto, Lin or Rapeseed.

Fourth.—That in American charter-parties the term dead weight should be held to include properly screwed Jute or Butts of 375 to 400 lbs. to the bale.

Fifth.—That nothing in the foregoing shall be held to debar ship-owners from stipulating specially in charter-parties for such proportions of Sugar, Rice, Saltpetre, Wheat, Teel, Poppy and Castor Seed as they may deem advisable.

Sixth.—That in the event of the approval of the foregoing propositions by the majority of the firms whose names are noted at foot, such should be submitted to the Chamber of Commerce for confirmation.

We are,

Dear Sirs,

Yours faithfully,

J. NICOL FLEMING AND CO.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR ENDED 30TH APRIL 1872.

The Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

The late Earl of Mayo.

Since the last ordinary general meeting of the Chamber the Viceroyalty of British India has passed into other hands, owing to the deplorable assassination of Lord Mayo at Port Blair in February last. This is not the place to enlarge upon the character of the administration which has been thus prematurely brought to a close; but the Committee feel that they cannot issue their half-yearly Report without recording their deep regret at this most lamentable occurrence, by which the country has lost an able and upright ruler, and the commercial interests of India a sincere and hearty well-wisher.

The Budget.

The usual annual Budget Statement was presented on the 6th April by the Financial Member of the Government, showing that the year 1870-71 had been finally closed with a surplus of $1\frac{1}{2}$ million, while 1871-72 was likely to result still more favorably, the excess of ordinary income over expenditure being $2\frac{3}{4}$ millions, with a probability of reaching a somewhat higher figure when the accounts are made up. Altogether it would appear that the surplus of the last two financial years may be fairly reckoned at 5 millions sterling, a highly satisfactory state of affairs as compared with the constantly recurring deficits of former years. The Budget estimate for the year 1872-73 shows a small prospective surplus of $\frac{1}{4}$ million, and your Committee regret that Government has not seen its way to remove or materially diminish any of the public burdens which have from time to time been more specially pointed out as unsuitable to this country and likely to interfere with its material prosperity. The provisional character of the Government under whose auspices the late Budget was introduced will, perhaps, in the judgment of some, sufficiently justify the disinclination shown

to make any alteration in the sources of the public revenue, and the Committee doubt not that the items they have alluded to will receive during the year the attention they deserve at the hands of our new Viceroy, and that when next Budget-day comes round, His Excellency will be prepared to deal with them impartially and liberally to the extent the then financial position of the Government may admit. Your Committee entirely concur in the universal condemnation with which the needless accumulation of the Cash Balances has been greeted, finding as they do in the Budget Statement no sufficient justification why these should stand at the enormous figure of 24¼ millions; equally unnecessary appear to your Committee the new loans raised in England during the past financial year, and they trust that the strong expression of public feeling which has been elicited may not be altogether fruitless in preventing such wasteful finance in time to come. The steadily increasing requirements of the Secretary of State and the important bearing their supply has upon the exchanges must be apparent to every member of the Chamber.

Jetties and Wharves.

During the past half-year the Port Commissioners have been engaged in framing a Schedule of bye-laws for the working of the jetties and regulation of traffic at the inland vessels' wharves, in connection with which reference was made to your Committee, who now submit for the information of Members the correspondence which has passed on the subject. The rules as finally settled by the Board of Commissioners and approved by the Local Government have since been published for general information ; but it will, of course, remain the duty of the Committee of the Chamber to watch their practical working and endeavour to obtain the modification of any which may be found to press hardly or inconveniently on the trade of the Port. The prosperity which has attended the operations of the Port-Trust so far and the manifest benefits which its works, even in their present incomplete state, have conferred upon the commerce of Calcutta, form matter of congratulation, and warrant all concerned in looking hopefully forward to the time when the Commissioners shall enter on the more extended sphere ultimately intended for them.

The Committee also submit a correspondence which has passed between the Chamber and the Government of Bengal touching the responsibility of the Port Commissioners; and the Committee trust the Members of the Chamber generally may approve of their recommendation that the Commissioners should enjoy the same immunity as was extended to the Marine Authorities when the affairs of the Port were directly under their control.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 16*th October* 1871.

I am directed by the Lieutenant-Governor to forward to you a copy of the accompanying letter,* with its enclosures in original, from the Commissioners for making improvements in the Port of Calcutta, and to say that His Honor would be glad to be favored with the opinion of the Chamber of Commerce on the Bye-laws for landing and delivery of goods at the jetties which the Commissioners propose to introduce.

* No. 1736, dated 9th instant.

2. I am to request that you will be good enough to return the copy of the rules with your reply.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 18*th November* 1871.

I am directed by the Committee of the Chamber of

Commerce to acknowledge the receipt of your letter No. 3219 of 16th ultimo, giving cover to a communication from the Port Commissioners who submit for the Lieutenant-Governor's approval and sanction certain bye-laws and rules for landing and delivery of goods at the jetties, and regarding which the Chamber's opinion is called for.

The Committee have duly considered the subject of your reference, and they desire me to state, in reply, that with the exception of Nos. 13, 14, 15 and 17 the bye-laws and rules proposed by the Commissioners have the Chamber's approval.

No. 13 requires the production of Bills of Lading accompanied by delivery orders from the master or agent of a vessel before delivery of goods landed at the jetties.

To this provision under ordinary circumstances there can be no objection; but the operation of the rule would be attended with considerable practical inconvenience in instances where the arrival of a vessel precedes the receipt of Bills of Lading. A steam ship viâ the Suez Canal may make an unusually quick passage and reach Calcutta before arrival of the mail conveying the shipping documents: and in the event of a mail being lost (and the case of the "Carnatic" obviously suggests that probability) the effect of the proposed rule would be to bar the delivery of goods until the duplicate Bills of Lading were produced. In such a contingency the Committee cannot doubt but that the Commissioners would be under the necessity of relaxing the rule; and it is with the

view of providing for a case of this kind and generally where Bills of Lading cannot reasonably be produced that the Committee propose that the Commissioners should be empowered to deal with special cases, so that consignees of goods may obtain delivery with the least delay and inconvenience.

Rule 14—as it stands, does not sufficiently provide for the due discharge of a master's duty with regard to the right delivery of metals: it leaves it optional with the master to separate various lots and marks, and under that option the Commissioners' responsibility to consignees for correct delivery is removed.

The Committee are of opinion that the Commissioners should make it compulsory upon the master of a vessel, discharging metals at a jetty, to separate each lot with its respective marks, and to hold the ship liable to them for any claim arising out of incorrect delivery, and which they may have to satisfy in the event of the master failing to make the required separation.

The Committee therefore propose that Rule 14 be amended as follows:—

"When metals are landed at the jetties masters of vessels shall separate the various lots and marks; otherwise the ships will be responsible to the Commissioners for any claim from consignees for incorrect delivery."

It is also proposed that this rule be numbered 5.

Rule 15. The Committee consider it necessary that a

special notice of 24 hours should be given to the consignees of packages containing jewelry, precious stones, or specie before their removal from a vessel. Ordinarily, consignees of such packages would promptly apply for them, but the notice may in some instances be necessary and should be given.

Rule 17. The exemption of the Commissioners from responsibility extends far beyond what in the Committee's judgment the Commissioners should be liable for, and they propose to amend this rule by omitting the words "chafage" or "oil," "nor for any damage done in course of landing,"—thus limiting the exemption to damage by *salt water* or *fire in the jetty sheds or enclosure.*

The Committee confine their present remarks to the points which they consider of sufficient moment to press on the attention of His Honor the Lieutenant-Governor; they hope the regulations proposed by the Commissioners with the suggested amendments will be found to facilitate the landing and delivery of goods at the jetties, and if any further amendments are rendered necessary after practical experience of the system, the Committee will supplement the communication they now make.

I return the original papers received with your letter.

From the Commissioners for making improvements in the Port of Calcutta to Chamber of Commerce.

Calcutta, 28th February 1872.

I have the honor to forward herewith, for the consi-

deration of the Chamber and for any remarks which may be suggested, the accompanying draft bye-laws and rules for the working of Inland Vessels Wharves as approved and passed by the Commissioners.

Some of the rules have been in force ever since the wharves were first constructed and objections have already been raised to Rule No. 3 by individual members of the Chamber, on the ground that goods which have once paid the toll for landing or shipping should be exempted from all further payments on account of being re-landed or re-shipped. These objections have been hitherto overruled on the ground that goods so re-landed or re-shipped occupy wharf space and obtain as much advantage from the use of the wharf on the second occasion as on the first. But admitting that in particular cases, such as where goods have been shut out from a vessel, the exemption claimed should be allowed, it would be impossible to exercise any check on such claims, and a way would be opened for serious frauds which it would be difficult, if not impossible, to detect.

Rule No. 5 also invites some remarks in reference to objections which have been raised against it. It provides that no transhipment will be allowed from boats lying within 150 feet of the wharf, except on payment of the usual landing charges. This rule has been found necessary for regulating the traffic at the wharves. Under Section 64 of the Port Improvement Act the Commissioners have power to prevent any vessel from

lying within 150 feet of the Inland Vessels Wharves, and if this rule is not observed the country and cargo boats wishing to come to the wharves to land and ship goods are prevented by the obstruction offered by vessels lying close in shore and discharging into other boats. Under these circumstances it has been found necessary to make such goods so transhipped liable to payment of the ordinary toll. If the vessels object, the only alternative will be to exercise the powers vested in the Commissioners under Section 64, Act V, B. C. (the Section above quoted), and to forcibly remove them from within the limited space. Beyond 150 feet of the wharf goods can be always transhipped from one vessel to another without any charge.

From Chamber of Commerce to the Commissioners for making improvements in the Port of Calcutta.

Calcutta, 26th March 1872.

I am directed to acknowledge the receipt of your letter No. 2352 of 28th ultimo, and to communicate the following remarks upon the bye-laws and rules for the working of the inland vessels wharves as approved and passed by the Port Commissioners.

Rules 3 and 5 to which you specially draw attention are in the judgment of the Committee of the Chamber of Commerce manifestly open to the objections and complaints which have been raised and preferred against them.

That the enforcement of Rule 3 in cases instanced by you would be attended with some measure of undue severity is admitted by the Commissioners, who do not, however, see their way to allow any exemption from its provision.

The Committee therefore venture to propose a means whereby the difficulty experienced by the Commissioners may be removed, viz., that in the case of goods which have already paid the shipping tolls and are obliged to be re-landed in consequence of being shut out from the vessel for which they were passed, the officer in charge of the wharf should grant a free pass, under which they might not only be re-landed, but subsequently re-shipped free of charge.

This expedient appears to the Committee very simple and easy of application, and they hope the Commissioners will adopt it.

With regard to Rule 5 the Committee note the Commissioners' reasons for preventing the goods being passed from one vessel to another unless on payment of the usual fees, but they are unable to concur in the propriety of its provision, the unfairness of which may be thus illustrated:—Where goods have been loaded into a boat, and the boat is found leaky or meets with an accident, and the cargo has to be transferred into another boat within 150 feet of the river bank, they would be liable to a double toll; or
where an inland steamer brings down produce, say jute

or cotton, which is required to be taken to the Howrah side in boats from the steamer; or where tea is similarly brought down and similarly removed for shipment direct, tolls would be charged on goods which had never been landed, and consequently derived no benefit from the landing wharf.

The compulsory levy of a toll upon goods not using a public wharf does not recommend itself to the judgment of the Committee, and they hope the Commissioners will abandon that purpose.

And as to the alleged obstruction to traffic the Committee are unable to admit that the discharge from a steamer into boats of goods which are not to be landed can be held as justifying the charge of interfering with the facility of traffic; the contrary effect suggests itself to the Committee, for the steamer occupying a berth at the landing wharf would get so much quicker despatch by discharging on both sides, and of course make room so much earlier for other vessels.

Rule 10 provides that timber shall not be floated to the detriment of the wharves; but the Committee consider that certain places should be allotted for the landing and shipping of timber which is as much a part of traffic as any other article, and recommend the amendment of the rule accordingly.

Rule 12 refers to the working hours at the wharves, and restricts the transaction of business between 6. A. M.

and 6 P. M., except on payment of overtime or extra fees. The strict observance of these hours may be attended with great inconvenience, and the Committee are of opinion that where it is necessary to complete the landing or shipping of a boat load of cargo which was commenced before 6 P. M. the rule should not apply: and they hope the Commissioners will permit their officers to exercise some discretion and to suspend the rule in all cases where the work already in progress can be completed within a reasonable time after the hour fixed for general suspension of business.

From Commissioners for making improvements in the Port of Calcutta to Chamber of Commerce.

Calcutta, 9th April 1872.

I have the honor to acknowledge receipt of your letter dated 26th ultimo, forwarding the opinion of the Chamber on the proposed bye-laws for the Inland vessels wharves. In reply I have to inform you that the letter was laid before the Commissioners at the meeting held on the 1st instant, and the accompanying is a copy of the resolution which has been passed thereupon.

RESOLUTION.

Considered a letter from the Secretary to the Chamber of Commerce forwarding the opinion of the Chamber on the proposed bye-laws for the Inland vessels' wharves.

Resolved I. That the Chamber be informed that the Commissioners cannot, for reasons already stated, forego the Rule No. 3, and that daily experience in working the wharves shews that it would be impossible to do so without opening a door to peculation by the Commissioners' servants, which it would be impossible to check or guard against.

II. That in deference to the opinion expressed by the Chamber Rule No. 5 be cancelled.

III. That in publishing the bye-laws, Section 64 of the Port Improvement Act, empowering the Commissioners to remove vessels within 50 yards of the bank, be printed, with an intimation that the power will be enforced in the case of vessels transhipping goods from one to another to the inconvenience of boats using the wharves.

IV. That the Chamber of Commerce be informed that at present the Commissioners are unable to set aside any particular place for the accommodation of the timber trade, but that on completion of the bank and wharves now in progress endeavours will be made to meet the wishes of the Chamber in this respect.

V. That with regard to the remarks contained in the Secretary's letter regarding the working hours, the Chamber be informed that practically the work is never stopped at the wharves to the inconvenience of shippers, but that some hour must be assigned beyond which work will involve extra remuneration.

VI. That the bye-laws as amended be passed and submitted to Government for approval and publication in the *Gazette* in accordance with the provision of Section 83 of the Act.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 1st January 1872.

I am directed to forward for the information of the Chamber of Commerce, and for an expression of their opinion on the subject, the accompanying copies of the correspondence noted on the margin, regarding an application made by the Port Improvement Commissioners to be protected as the Government was under Section 61, Act XXII. of 1855 from liabilities arising from any act or default of their servants, or from any damage or injury to vessels within the limits of the Port proper.

From Vice-Chairman to the Commissioners for making improvements in the Port of Calcutta, No. 1810, dated the 6th November 1871.
2. To Advocate-General, No. 3493, dated the 22nd November.
3. From Ditto, dated the 9th December 1871.

2. It will be seen that the Advocate-General recommends the enactment of a temporary protecting law in favor of the Commissioners, chiefly on the ground that they had not a perfect option in the selection of their present servants, and have had to take over the block of the port possibly with defects undiscovered. Under recent interpretations as pointed out by the Advocate-General

the English law does not protect trustees of harbours, &c., from claims on account of the acts of their servants. But as a matter of equity the Advocate-General considers that a law should be passed protecting the Commissioners temporarily, until they have had an opportunity of ascertaining whether the materials and servants taken over from the Government are good and trustworthy.

3. The Lieutenant-Governor desires me to point out that the question is one of insurance, the greater the liability which may be imposed on the Port Commissioners the heavier must be the dues imposed. His Honor would be glad to be favored with the opinion of the Chamber of Commerce as to whether on the whole they consider that it would be for the interest of the whole community that the proposed protection should or should not be given to the Commissioners by legislature, and if it should be given at all whether the immunity should be temporary only or permanent.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 11th January 1872.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1 of the 1st instant, relative to the application of the Commissioners for making improvements in the Port of Calcutta to be protected as the Government was, under Section 61 of Act XXII. of 1855, from liabilities arising from any act or default of their servants, or from any damage or injury to vessels within the limits of the Port.

While accepting the liability ordinarily attaching to trustees of harbours and others occupying positions analogous to that of the Commissioners, the Committee yet think there are considerations in addition to those set forth by the Advocate-General, which entitle the latter body to be exceptionally dealt with in this respect. The Commissioners were, as the Committee understand, appointed for the purpose of endeavoring to work the Port of Calcutta more efficiently than heretofore, and, if possible, also with greater economy to the vessels frequenting it. The arrangements so far carried out have resulted in a considerable surplus revenue, in virtue of which a reduction in the dues now levied on shipping might reasonably be expected at no very distant date, and the Committee believe is actually under contemplation by the Commissioners. It is manifest, however, that if a responsibility is to be laid on the Board which did not attach to the Government in whose hands the management of the Port was previously vested, and which may at any time entail a heavy pecuniary loss, the first duty of the Commissioners would be to provide for such contingencies, thereby indefinitely delaying the great desideratum of reduction of charges. The matter is very much, as His Honor the Lieutenant-Governor remarks, one of insurance; and the Committee are decidedly of opinion that shipowners would prefer continuing to run the amount of risk they have hitherto borne in respect of collisions and other accidents than secure immunity, which it might often be matter of difficulty to enforce, by a continuance of existing heavy dues.

The Committee are therefore in favor of granting to the Commissioners the freedom from responsibility asked for.

As to the time for which that freedom should be enjoyed, I am directed to state that in the opinion of the Committee it would be better not to fix any definite period, as they presume it would always be in the power of Government to withdraw the indulgence and conform to English law, should the Commissioners not make such reductions in charges as the state of their revenues might fairly point to.

Jute Depots.

Allusion was made by the President at last half-yearly Meeting to the Bill then before the Bengal Council for the better regulation and control of jute screw-houses and godowns with a view to diminish the danger from fire. The draft of the Bill was submitted to your Committee, who suggested sundry amendments therein, some of which have been introduced into the Bill during its passage through Council; and the measure having received the assent of the Viceroy has since become law, with effect from 31st July next. The Bill stops far short of the views of many who desired the entire re-

moval of the class of premises in question to the outskirts of the town, and some of its provisions seem not sufficiently stringent; but on the whole your Committee are disposed to think that the Bill if properly worked cannot but be attended with good effect in the direction contemplated. Their correspondence with the Government of Bengal on this important subject is submitted herewith for the information of members.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 2nd December 1871.

The Committee of the Chamber of Commerce desire me to request you will do them the favor of again placing before the Hon'ble the Lieutenant-Governor the subject of their communication of 28th April last.

The Committee do not doubt that His Honor's anxious attention has been given to the pressing necessity for legislative action with regard to the storage of inflammable and combustible merchandise within the business-part of this city and to the better protection of life and valuable property against the disastrous consequences of fire; and it will be a satisfaction to the Chamber to learn that it is His Honor's purpose to take an early opportunity of dealing promptly

with a question so largely affecting the interest and security of the public generally, and specially of those whose business exposes them to the hazard of being involvedin the calamitous results of destructive conflagration.

The consideration of this matter has been pressed upon the attention of the Chamber by the fire which broke out last Sunday night in a Jute Screw-house situated in a closely occupied part of Clive Street, surrounded by merchants' offices and godowns, containing merchandise of great value. It is the general belief that—notwithstanding the exertions of the fire-brigade and the extraordinary efforts made by the European crews of vessels moored near the scene of the fire, and which were fortunately successful in confining its ravages to a single block of buildings—if there had been an ordinary amount of wind at the time the fire would have speedily reached and utterly destroyed a vast amount of property in the neighbourhood, and its extension to the bazar would have been attended with the most deplorable consequences to the trade of Calcutta.

The Commissioner of Police, or the Chairman of the Justices of the Peace, has, the Committee presume, duly reported for His Honor's information all the circumstances connected with that occasion, and the Committee trust His Honor regards them sufficiently grave to be brought under special consideration.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 7th December 1871.

I am directed to acknowledge the receipt of your letter, dated the 2nd instant, in which the Chamber, with reference to the fire which occurred on the night of the 26th ultimo in the Jute Ware-houses at Nos. 28, 29 and 30, Clive Street, urge on the Lieutenant-Governor's attention the pressing necessity for legislative action respecting the storage of cumbustible goods in the city.

2. In reply I am to say that Mr. C. E. Bernard was instructed in July last to take an early opportunity of introducing a bill into the Council of the Lieutenant-Governor for making Laws and Regulations for the better regulation and control of store-houses for unscrewed jute, cotton, &c., and for the organization of an efficient fire-brigade. On the publication of the draft bill, the Lieutenant-Governor will, through the Assistant Secretary to this Government in the Legislative Department, consult the Chamber on its provisions. The matter is undoubtedly one of great importance to Calcutta.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 9th December 1871.

I am directed by the Select Committee appointed to consider the Bill "to amend the Law for the Registration of Jute Ware-houses in Calcutta, and to provide for

the establishment of an efficient fire-brigade in Calcutta and its suburbs" to draw your attention to the above Bill, and to request that the Chamber of Commerce will be good enough to favor the Committee within ten days with any remarks and suggestions they may have to offer on the provisions of the Bill.

2. Early legislation on the subject being desirable, it is hoped that you will find it convenient to reply within the time above-mentioned.

From Chamber of Commerce to Govt. of Bengal,

Calcutta, 19th December 1871.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 42 of the 9th instant, inviting an expression of their opinion upon the provisions of the Bill to amend the law for the registration of Jute Ware-houses in Calcutta, and to provide for an efficient fire-brigade in Calcutta and its suburbs.

It is a matter of much satisfaction to the Committee that early steps are being taken by the Hon'ble the Lieutenant-Governor for further legislative action in a direction which demands the most serious attention of all who are concerned in the better protection of the town against fire, and the safety and security of the vast amount of valuable merchandise and property it contains.

The Committee have had the Bill under consideration, and they desire me to state for the information of the Select Committee of the Legislative Council, to whom it has been referred, that in their judgment it is essential that the Bill should contain more stringent and specific provisions than it now exhibits, and that the clauses of Part II. should be supplemented by a statutory requirement as to the *manner* and *materials of construction.* Clause 6 does not, they think, go far enough: the Committee are of opinion the Bill should require that no loose jute or cotton or other inflammable and combustible fibre or article should be permitted to be *exposed* during any process of sorting, cleaning, drying, or pressing, except *within the covered limits* of licensed premises; that the area of any compartment in any depôt or ware-house used for such purposes should not exceed — square feet, that all compartments should be separated by party walls of thickness sufficient to resist the action of fire, and that all entrances, verandahs and projections, doorways, windows, and openings of any description should be adequately protected by fire-proof iron work exclusively, and the roofs of all such buildings constructed of incombustible materials resting on iron beams.

Provisions of such a character would materially lessen the discretion which Clause VI. allows a magistrate to exercise, and no license should be granted unless the premises were in all respects in conformity with the requirements of the Act.

The Committee venture to repeat here the suggestion communicated to the Chairman of the Justices of the Peace in January last, that in the event of any existing screw-houses within the town being destroyed by fire under no circumstances should permission be given to re-erect them in the same locality for similar purposes.

The Committee fully concur in the suggestion submitted by Mr. Colvin at the Council of the Lieutenant-Governor on the 9th instant, that the most effectual remedy that can be applied for reducing the risk from fire to a minimum is to prohibit the receipt, storage, preparation, and pressing of jute and cotton within any part of the town; and they are of opinion that until that provision can be established no immunity can be secured against the danger of recurring disasters.

The Committee see no insuperable difficulty in the way of adopting the proposal to abolish the present system, and if, on the ground of public policy, His Honor the Lieutenant-Governor can support that measure, with a just and liberal regard to the various interests it involves, a boon of unquestionable value will be conferred on Calcutta.

Tonnage Schedule.

This important subject, which your Committee believed had been definitely settled at the last half-yearly meeting, has again been brought pro-

minently forward during the past six months. Considerable exception was taken outside the Chamber to the provisions of the amended Schedule, and before long a request was made to the Committee for the appointment of a Special Committee to reconsider the Resolution under which it was adopted, which, however, could not be complied with, the Committee of the Chamber having no power thus to set aside or question a decision come to by the members in General Meeting assembled. Upon this, the same parties made the customary requisition in conformity with Rule 17 of the Chamber for the convention of a Special General Meeting to reconsider the tonnage question, which was fixed for and held on the 12th February. At this meeting there was a large attendance of members and a very full discussion, resulting in the rescindment of the Resolution of 16th December, and the re-adoption of the Tonnage Schedule previously in force, with a few additional provisions. Of these the two most important were 1stly, that by which the existing custom of measuring cotton bales at the screw-house instead of on the wharf was declared to be the rule of the Chamber, and 2ndly, the definition given to the term "dead weight," which the meeting de-

cided should henceforward include Lin and Rape Seeds, in addition to the articles previously mentioned in the foot-note defining this term. The Chamber's Tonnage Schedule, as it now stands, will be found as usual annexed to this Report.

Floating Bridge.

The accompanying correspondence will inform members of the position of this subject 6 months ago; and the Committee very much regret their inability to state what progress has since been made towards giving effect to the orders of the Government of India.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 25th November 1871.

I am directed by the Committee of the Chamber of Commerce to request you will place before the Hon'ble the Lieutenant-Governor their application to be informed how far the construction of a Floating Bridge between Calcutta and Howrah has advanced, and when the Bridge is likely to be open for public traffic.

The Committee trust it is in His Honor's power to communicate to the Chamber that the object for which Act IX. of 1871 was passed by the Lieutenant-Governor and assented to by His Excellency the Govenor General

of India is in course of early realisation, and that His Honor will be pleased to give the information now requested.

From Govt. of Bengal, Public Works Department, to the Consulting Engineer to the Govt. of India for Guaranteed Railways.

Calcutta, 4th December 1871.

I am directed to acknowledge the receipt of your Memorandum No. 2413, dated the 28th ultimo, forwarding a letter, herewith returned, dated the 25th ultimo, from the Secretary Bengal Chamber of Commerce, enquiring how far the construction of a Floating Bridge between Calcutta and Howrah has advanced, and when the bridge is likely to be open for traffic; and to state, in reply, that intimation was received from the Government of India under date the 23rd August last, that the Secretary of State had been addressed on that date to make arrangements for the construction of the bridge with Mr. Bradford Leslie, C. E., who is in England, fixing two years as the limited time for its completion. This is the last information available.

Tramways.

It is satisfactory however to record that the Justices of the Peace have resolved to construct an experimental line of tramway leading from

Sealdah direct to the Custom House and thence to Armenian Ghât, and that the line will be proceeded with as soon as the materials necessary for the work have been procured from England.

Customs Act.

The Committee were favored some months ago with a communication from the Board of Revenue, asking whether, in their opinion, the great changes which have occurred in trade owing to the opening of the Suez Canal did not render expedient some revision of the Customs Act. In response to this invitation your Committee went through the Act with care, and finding not a few provisions which they considered might now with advantage be altered or modified, they laid before the Board the result of their examination in the accompanying letter. It is improbable that anything will be done towards adopting or otherwise the Committee's recommendations until this important Act has been anew revised by a Committee specially appointed by Government for the purpose, before whom their communication would be laid : and it is only necessary further to add here that the Committee have pledged the Chamber, should Government so desire, to furnish

a member to serve on and represent commercial interests in any revising Committee which may be appointed.

Board of Revenue to Chamber of Commerce.

Calcutta, 7th December 1871.

A large portion of the Trade in the Port being now carried on by steamers using the Suez Canal, the present Law—Act VI. of 1863—appears in some respects not well adapted to a state of things so different from that prevailing when that Act was passed. I am accordingly to request that you will be good enough to favor Mr. Money with an expression of the Chamber's opinion generally as to the points, if any, with reference to which they think that changes would be desirable.

Chamber of Commerce to Board of Revenue.

Calcutta, 1st April 1872.

In reply to the Board's reference No. 749 of 7th December last, regarding the expediency of amending the Customs Law—Act VI. of 1863—so as to adapt its provisions to the present state of circumstances, the Committee of the Chamber, in their letter of 29th idem, recommended the appointment of a Special Committee to consider the subject of the Board's representation ; and in your No. 21 of the 10th January you stated that the member in charge of the Customs concurred in the

view expressed by the Chamber, but before he could suggest that measure to Government he wished to ascertain what modifications were considered desirable, and whether amendments that might be proposed would be of a sufficiently important character to necessitate the course pointed out by the Chamber.

On receipt of your last communication the Committee placed the subject before Members of the Chamber with the view to elicit their opinions upon it; and they now proceed to submit for Mr. Money's information the results of their reference and of their consideration of the provisions of the Customs Law as generally applicable.

Section 26.—The member in charge is probably aware that a system at present obtains under which duties payable by importers and exporters may be covered by the deposit of adequate security: the system, however, is *permissive* only, and as the arrangement has been found to work conveniently, the Committee think that it should be recognised by Law, and the Collector authorised to adopt such a scale of deposits as may in his judgment be sufficient for the protection of the revenue.

Sections 32, 39 and 40.—Under existing regulations inward bound-vessels are boarded by Custom-house officers at Diamond Harbour; but in order to meet cases of excessive delay or the safety of vessels which may be involved by that operation, it is recommended that the Pilot should be authorised to bring up his vessel within

the limits of the Port and be directed to remain on board until relieved by an officer of Customs :—the Pilot in short, temporarily, representing that official.

Sections 33, 34, 35 and 36.—The provisions of these sections can hardly be applied to the steam tonnage which is now so largely imported into the carrying trade of this Port: for as a matter of fact complete manifests are sent out overland after a steamer's departure from port of loading, and the Master is not in possession of materials for preparing a true specification of his ship's cargo. It seems sufficient for all practical purposes that the Master should be required to deliver a correct manifest at time of entry at the Custom-house, and that a general description of his cargo and a special report as to gunpowder and all combustible and inflammable goods be made to the Pilot in charge.

Section 46.—It is recommended that the provisions of this section should be amended, the facilities afforded by the system under the control of the Port Commissioners would be materially inoperative if vessels moored at the Commissioners' jetties were prohibited from breaking bulk until delivery of report or manifest, and the observance of forms of entry, &c., at the Custom-house.

The Commissioners are unable to give delivery of cargo without the usual Customs pass, which cannot obviously be issued before the vessel's entry; and the breaking bulk may fairly be sanctioned as soon as the vessel is moored and ready to commence her discharge at the jetty under the Commissioners' supervision.

As an illustration of the practical inconvenience of the present practice, a vessel moored to a jetty on the evening of Friday, Saturday being a recognised holiday, the Custom-house would be closed until the following Monday, and the vessel would be lying idle for a day and a half at least; whereas under the proposed amendment she would be able to do a day's work on Saturday, continuing the discharge on Monday before her entry at the Custom-house. In the meantime the discharged cargo would remain undelivered in the custody of the Commissioners, and the security of the Customs duties thereon sufficient guaranteed.

Section 47.—It is recommended that this section be omitted, as it is no longer generally applicable.

Sections 51 and 117.—It is recommended that these sections may be amended so as to allow a ship the option of having *two* Customs' officers free of charge for a period of 15 days, instead of one officer for 30 days as at present, taking 1,200 tons register as the basis for regulating the excess period for which the ship should bear the prescribed charge, allowing one day for every 100 tons exceeding or falling short of that limit: that is to say, for a ship of 1,300 tons the time free of charge would be 16 days, and for a ship of 1,100 tons 14 days, for discharging her import and loading her outward cargo respectively.

Section 52.—The provisions of this section have already been amended by Government of Bengal Noti-

fication; dated the 25th October 1869, under which the prohibitory period of 15 days has been reduced to 10 days for vessels discharging at their own or the Government moorings, and to 48 hours for ships and steamers discharging at the Commissioners' jetties.

By the conditions of Bills of Lading issued by owners and masters of several lines of steam ships, the power of early delivery already exists; but it is desirable that vessels that cannot use the jetties should be exposed to a minimum of inconvenience; and the Committee recommend that, in such cases, if goods are not sent for within 48 hours after entry, the date of which shall be duly announced by publication in the *Exchange Gazette*, the master of a ship or steamer shall have the power to carry such goods to the Custom-house at charges according to the Schedule of landing rates adopted by the Port Commissioners.

There can be no question that vessels that cannot use the jetties either from the nature of their cargo or no jetty being available, are placed at a material disadvantage with vessels that can employ the facilities afforded by that accommodation; and it seems but fair and equitable, that the limitation of time for discharge of cargo should be the same for all.

Section 66.—The Committee suggest that this section be amended by adding after "by public auction" the words *or private sale*, and instead of "shall appoint" the words *may agree to;* also that after the words

"original account sale" shall be added *or account sales certified to the Collector's satisfaction.*

The provision that no abatement of duties shall be allowed on damaged goods, unless their deterioration amounts to one-fifth of their value, appears to require amendment: the minimum amount of damage is fixed too high: a smaller amount, say 5 cent., should be enough to admit claim for abatement of duty; and the Committee recommend the omission of the final clause of this section altogether.

Sections 39 and 188.—In these 2 sections the Committee propose that the words " wilful act or neglect" be left out, and *want of ordinary care on the part of* be substituted, for it seems proper that the warehouse-keeper or officer of Customs should be held liable for less laches than the words now standing in the section may cover; and the substituted expression will better serve the intended purpose of the Act. They also are of opinion that in all instances of proved want of ordinary care on the part of the officers of Government, and where the goods are not under the control of the importer, who cannot consequently provide against any loss, compensation should be allowed.

Section 110.—This section having been amended by Act XX. of 1867, so far as it relates to the proviso that transhipment shall be allowed " on execution of bond with security for amount of duty chargeable on the goods transhipped on their due arrival and entry at port

of destination," it will be necessary to frame the section in accordance with the amending Act.

Sections 126, 127, 128 and 129.—All these sections refer to the granting a Port clearance, without which no vessel can leave the Port. To the general provisions of the Act in these respects there is no objection, but in order to meet the difficulty daily experienced in despatching vessels in conformity with the special requirement of section 128, the Committee propose that a provisional statement of cargo actually on board, and such further quantity as the master may know to be actually engaged for his vessel shall be given by the master at the time of applying for Port clearance, the agents of the vessel being bound to deliver a complete manifest within 7 days after clearance.

Section 132—has been amended by Act X. of 1868, which allows 3 clear working days after a vessel's departure for making application to reland goods short-shipped, or to bring back goods passed for shipment, to entitle exporter to refund of duty paid by him on such goods; but the Committee propose, as consistent with the preceding provision, an enlargement of the time limited by that amendment to 7 days.

Section 137.—Under this section the time for re-export entitling to drawback is limited to 2 years from date of importation: the Committee would extend that period by 12 months, and make it renewable for a further period of 3 years, at the option of the Collector.

Sections 179 and 180.—With reference to these sections, the former of which is repealed by Act XVII. of 1867, which fixes the specific values of certain goods upon which duties shall be assessed, the Committee are of opinion that the Act should empower the Collector of Customs to fix the value at time of importation, and to levy an *ad valorem* duty.

Grey Mull, Jacconet, and Shirting Dhooties which are at present subject to *ad valorem* duties would be more properly classified under the Tariff scale and duty assessed on an ascertained fair average Tariff value.

Sections 185 and 186.—The Committee are of opinion that the period of 6 months for return or refund of duty to Government or to the merchant respectively should be reduced to 3 months, which they consider amply sufficient in either case for the purpose of rectifying any error.

Section 191.—The fee leviable for *amending* any document should not exceed 1 rupee; the Committee regard even this charge as excessive, but under the Act a payment of 10 times that sum may be demanded, and it seems necessary to fix the charge at the proposed maximum.

Section 216.—The Committee suggest a verbal alteration in this section—*viz.*, the omission of the word "knowingly" in the first line, and the insertion of the word "knowing" before "such declaration or document being false in any particular."

The foregoing suggestions are all that the Committee are at present prepared to place before Mr. Money, and I am to request you will submit them for his consideration.

Indian Stamp Act.

A reference having been made to the Chamber regarding the inconvenience caused by the Collector of Stamps declining to impress the Indian Stamp on Powers of Attorney executed in England but not bearing the English stamp, the Committee addressed the Board of Revenue, and had the satisfaction of receiving a prompt reply, handing copy of a new order issued to the Collector, directing him to desist from requiring an English stamp under the circumstances mentioned, so long as the document is in order in other respects.

From Chamber of Commerce to Board of Revenue.

Calcutta, 26th January 1872.

The Committee of the Chamber of Commerce have had under consideration a reference regarding the Indian Stamp Act, and they desire me to communicate with the Board of Revenue on the subject.

The representation to the Chamber is to the effect that

the Collector declines to impress on a power of attorney executed in England, but not bearing an English stamp, the stamp required by the Indian Stamp Act; and that the Collector acts in this respect under the Board's authority.

On a reference to the Indian Act the Committee find the following provision in the 24th Section. "That in any case coming under this section in which an instrument, other than a bill of exchange or promissory note, purports to have been executed out of British India, if the Collector is satisfied that the instrument was so executed, and also that it has been brought to him within the three months next after its arrival in British India, he shall, on payment of the duty with which such instrument would have been chargeable if executed in British India, certify by endorsement thereon that the proper stamp duty has been levied upon it."

This provision of the stamp law appears to the Committee to be expressed without the slightest ambiguity and imposes upon the Collector a duty which the Act defines with a distinctness which cannot be misunderstood.

The Committee are not aware of any authoritative ruling which requires that a power of attorney duly executed in Great Britain to be acted upon in British India shall bear the English stamp duty.

The Indian Act is silent on this point; it directs the

Collector to levy the proper stamp duty if he is satisfied that the instrument presented for his official recognition has been duly executed and authenticated: the Collector's authority is thus limited; his functions do not extend beyond the requirements of the Indian Act; and the absence of the English stamp duty from a document upon which proceedings are to be taken in this country does not justify the Collector in not complying with the prescribed formalities.

If the Committee are right in their construction of the Act that it does not commit to the Board of Revenue the authority which has regulated the Collector's proceeding in the instance under discussion, and that even the local Government is restricted in its exercise of the provisions of Section 48 which refers to matters of comparatively minor concern, it is submitted for the Board's consideration that, as the effect of their ruling is a positive source of great inconvenience, vexatious delay and increased expense, and may possibly seriously embarrass parties interested in the instruments which the Collector is required to acknowledge, it is expedient that the instructions to that officer be withdrawn, and the Committee hope the Board will accept their recommendation in this respect.

From Board of Revenue to Chamber of Commerce.

Calcutta, 6th February 1872.

With advertence to your letter, dated 26th ultimo, I

am directed by the Member in charge to state that the former ruling of the Board referred to by you was based on an opinion recorded by the Advocate-General; but that, on a recent representation of the Bank of Bengal, the Collector of Stamp Revenue, Calcutta, has been instructed in future to admit powers of attorney executed in England on unstamped paper.

2. A copy of the orders* to the Collector above alluded to, is herewith forwarded for the information of the Chamber.

* No. 59 C., dated 26th January 1872.

From Board of Revenue to Collector of Stamps.

Calcutta, 26th January 1872.

The Member in charge has had occasion to re-consider the orders passed by the Board in their letter No. 761 C. of the 26th August 1870, and with reference to your No. 46 of 24th idem, I am directed to inform you that those orders are now withdrawn. It will not, in future, be necessary for you to require that powers of attorney executed in England, and brought to you for the imposition of an Indian stamp, should also bear an English stamp.

Merchant Seamen's Act.

From the accompanying letter from the Government of Bengal it will be seen that Clause

100 of Act I. of 1859 is again under consideration, its provisions having lately been found inadequate and unsatisfactory in the Madras Presidency. In reply, your Committee had only to support the views put forward by their predecessors on two previous occasions, and trust that the Marine Courts in question may soon be constituted in a manner more likely to deal satisfactorily with the important interests sometimes involved in trials before them.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 4th January 1872.

Forwarded with Marine Department's letter, No. 114, dated the 21st December 1871.

I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter with enclosures, from the Government of Madras, addressed to the Government of India, relating to a proposal made by the Madras Chamber of Commerce for amending the existing law in respect to the constitution of the Marine Court appointed under the provisions of Section 100, Act I. of 1859, for the purpose of enquiring into the circumstances of shipwrecks and other casualties affecting ships, and I am to request that the Chamber of Commerce may be moved to favor the Lieutenant-Governor with an expression of its opinion on the proposal.

2. The return of the original papers, herewith forwarded, is requested.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 29th January 1872.

I am instructed to acknowledge the receipt of your letter No. 19 of the 4th instant, and to submit for the information of the Hon'ble the Lieutenant-Governor the following expression of opinion on the subject of your reference.

The expediency of amending the 100th Section of Act I. of 1859, the law relating to Merchant Seamen, concerning the institution of enquiry in cases of wreck and casualty occurring on or near the coasts of British India, has been strongly urged by the Chamber of Commerce at Madras.

The grounds upon which the Chamber rest their recommendation are fully set forth in the correspondence which has been addressed to the Government of India, and need not be here recapitulated; the Chamber point out the practical insufficiency of the provision of the section in question, and refer to two special instances causing miscarriage of justice to all concerned, which well illustrate their argument and constitute unimpeachable evidence of the necessity for an amendment of the law. While, however, the Committee of this Chamber fully concur in the expediency of amending the section

referred to, they are of opinion that the proposed amendment does not reach sufficiently far; an additional member would of course strengthen a Court of Enquiry; but in the judgment of this Chamber the enquiry by such a Court should be preliminary only to an investigation by a tribunal assembled at a Presidency town and composed of competent legal and nautical assessors.

On this point the Committee endorse the views expressed by their predecessors in their letter of 25th September 1867 hereto annexed, (when they replied to the invitation to state their opinion on the provisions of the Indian Shipping Bill,) and in a subsequent communication on the same subject (29th April 1868,) when they again declared that the Courts for trying shipmasters in cases of casualties were not constituted in a manner calculated to ensure acquiescence in the justice of their decisions.

Native Passenger-Ships' Act.

A reference was made by the Government of India to the Chamber in connection with this measure, which the Committee had no difficulty in supporting, as it was known that increased control over the vessels carrying native passengers between India and the ports of the Red Sea was loudly called for. The Bill was also demanded inasmuch as previous legislation had

made no distinction between sailing ships and steamers in respect of the space to be allowed, the quantity of water to be carried, and other matters, in regard to which steamers might fairly expect some indulgence.

Trade Statistics.

The Committee submit correspondence with Government on the subject of early and detailed statistics of the foreign import and export trade of India, a desideratum of much importance and one towards the attainment of which members will no doubt be glad to give all the aid in their power, should the present enquiry result in any proposal of a practical form.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, the 2nd December 1871.

I am directed to forward herewith a copy of a letter No. 2434, dated 15th November, from the Government of India in the Financial Department, on the subject of the adoption of the best means of giving, in the monthly and annual trade returns, an approximately correct statement of the value of the inward and outward foreign trade of India, and to request that the Chamber of Commerce will favor the Lieutenant-Governor with their views in the matter.

Circular from Govt. of India, Financial Department, to Govt. of Bengal.

Calcutta, the 15th November 1871.

I am directed to refer for consideration by local Governments, in communication with the local Chambers of Commerce, the best means of giving in the monthly and annual trade returns an approximately correct statement of the value of the *inward and outward foreign trade of India.*

2. A fixed official value, like the official values formerly observed in the trade returns of the United Kingdom, would measure exactly the rate of progress or decline in the *quantities of imports and exports,* but it would mislead in respect of the *real value of the trade* between any two countries.

3. But though, for this reason, official values have been discarded for real values, yet the object of ascertaining the value at which the trade of one country exchanges with that of another is not attained from the export and import returns exclusively of one of the countries. The exports from India, for example, are returned professedly at the market value at the place of shipment, though the return to India will be at the higher price at the place of destination; while the imports into India, for which they are exchanged, are also returned at the higher market value at the place of landing, though the country from which they were imported will receive

the inferior market value they bore at the place of shipment. The claim of India for her exports is understated, and her liability for imports is overstated, in her trade returns.

4. Untrue results like those are unavoidable to some extent, inasmuch as the trade returns of any country must be framed according to the values in the country; and so long as those values are correctly given, due allowance for the unavoidable short-comings in the returns can be made by those who consult them.

5. But when the values declared at the Custom House are incorrect, and the serious inaccuracies prevail in the rating of important articles, as appears to have been the case recently in the valuation of exports of cotton, the aggregate result of the inaccuracies may seriously mislead those who have to consult the trade returns in the conduct of their business.

6. On the import side of the trade returns there is a security against error in the circumstance that duty is assumed on the bulk of the imports according to a fixed tariff value which approximates to the real value, or on wholesale cash price exclusive of duty; and a further check against error in the major part of the imports can be applied by comparing the value of exports shipped to India from the United Kingdom, as given in the Board of Trade's returns for the calendar year, with that of the imports landed in India from Great Britain in the official year, which is three months later.

7. The *principal errors* occur in the *free imports* and *free exports*; and these latter are of such magnitude that erroneous valuations of them must seriously vitiate the trade returns.

8. The free articles, however, of import and export in which the trade is large are also comparatively few, and it may be possible for the local Government to concert with the local Chamber of Commerce arrangements by which the declarations of value of those principal articles at the Custom House, or the rating of them for the customs' returns, may be made to conform substantially with the market price at the time and place of shipment.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 30th December 1871.

The Committee of the Chamber of Commerce have had under consideration the circular from the Government of India in the Financial Department, received with your letter No. 4430 of the 2nd instant, relative to the desirableness of rendering more trustworthy than they are at present found to be the monthly and annual returns of the inward and outward foreign trade of India.

The object of ascertaining, with as near an approach to accuracy as is practicable, the value at which the trade of one country exchanges with that of another

is obviously of great importance, and the utility of the periodical statements issued by Government will be largely increased if they tend to establish that object.

The Committee recognize the points presented in the Financial Secretary's circular as involving difficulties in arriving at the actual results of the trade of India with other countries: and they concur in the opinion that the true proportions of that trade cannot be accurately measured except by a process which will yield results almost absolutely correct.

In dealing with the dutiable *exports* from India the right method, in the Committee's opinion, is to estimate their value at the moment of exportation, irrespective of the charges incurred between place of shipment and place of destination, inasmuch as those charges are assumed to be covered by the prices realised in the importing markets; and if their value is correctly given the exports from this country must necessarily be accurately represented: but it would be idle to attempt to follow and almost impossible to trace the fate of those exports; and the only means of proximately arriving at the probable out-turn in foreign markets is by applying the information contained in commercial circulars, price currents, and official records.

With regard to the bulk of dutiable *imported* commodities there should be no difficulty, since the process of realising the customs revenue affords the amplest means of ascertaining the exact value of that branch of trade.

The circular attributes principally to free imports and free exports, (the latter especially) the errors which render the trade returns defective in point of accuracy; and it is with reference to these classes that the Government of India appear to desire an improvement in the system of recording the true value of the articles which comprise them.

On this point the Committee would remark that they can scarcely conceive it to be a matter of the least consideration to importers and exporters of free goods to give an untrue or inaccurate declaration of value, and they would rather incline to the belief that in such cases the valuations would be given rather on the side of excess than of short-value. Where no possible object is gained by a false or fictitious rating of free goods, it is not easy to understand the alleged recent under valuation of exported cotton, and the Committee would be glad to learn that the Government have been misinformed in this respect.

The only suggestion the Committee can offer as to declared values being substantially in conformity with the market price at the time and place of shipment or importation is to trust to the integrity and good sense of those who are interested in the receipt or shipment of free goods, but in all instances of proved wilful misrepresentation to put into force sections 26 and 216 of the Consolidated Customs Act.

The Committee believe that the quantities and

weights of free goods are as a rule correctly returned, and their actual values could be arrived at without difficulty; and references to local price currents and the circulars of merchants and brokers could enable the Collector of Customs to verify the valuations declared by shippers of produce or consignees of imported merchandise.

Oil Seed Cargoes.

Referring to the excessive damage which occurred last year from the heating of rape seed cargoes, the Committee beg to submit a letter addressed to them by the Secretary of *the Association for the protection of commercial interests*, giving the views of the Underwriters upon the damage in question, copies of which were, at time of receipt, circulated to members of the Chamber. It is within the knowledge of the Committee that several claims for damage arising from heating have been settled by underwriters, but still they consider the view of the stranding clause, as set forth in the letter under notice, to be the correct one, and in face of the attitude said to have been taken up by underwriters the condition of seeds shipped becomes more than ever matter of importance.

From the Secretary to the Association for the protection of Commercial Interests, as respects wrecked and damaged property, to Chamber of Commerce.

Royal Exchange, London, 24th January 1872.

There have been lately several important cases of serious heating in cargoes of seed of different descriptions from Calcutta for this country. The damage to this seed has been very great indeed, and the danger to the ship has also been great.

Underwriters at present have asked the Committee to investigate these cases very closely, because they are determined to resist the claim which is made upon them, under the plea that particular average on the seed is payable because the ship has been burnt: but this is plainly not the burning which is contemplated in the provision in the policy, whereby it is agreed that particular average shall be paid if the ship be stranded, sunk or burnt. It is plain that this does not contemplate the payment for damage done by spontaneous heating of the cargo even if that may occasion some slight burning to the ship. What is intended is, that if from the accidents of the seas the ship is sunk and the cargo is damaged, or stranded and the cargo is damaged, or the ship is burnt and the cargo is damaged, then that damage to the cargo shall be made good by the Underwriters.

The Committee desire me to mention this to you that

the Chamber of Commerce of Calcutta may have the opportunity of taking such steps as they may think right to bring the matter to the notice of shippers of seed in Calcutta, that care may be taken that the seed when shipped is ripe and dry; as there can be no doubt that the heating and burning in the cargoes alluded to have been occasioned by the green or wet condition of the seeds when shipped.

Merchants may be in error in looking to their Underwriters for indemnification for losses arising from such causes.

Unauthorised Fees at the Custom House.

The levy of unauthorised fees by clerks in the Custom House was brought to the Committee's notice by the Collector, in the annexed letter, of which copies were furnished to members in March last with the view to put them on their guard against a practice which the Collector very properly condemned; and the Committee expressed their obligations to Mr. Crawford for his action in the matter.

From Collector of Customs to Chamber of Commerce.

Calcutta, 22nd March 1872.

It has come to my knowledge that a firm in Calcutta

has been constantly in the habit of paying fees to the Custom House clerks under various heads, such as inward entry of vessels, adjusting letters of call, preparing outward entry of vessels, entry fees, and for after-hours on Saturdays.

2. When the members of the Chamber of Commerce in January 1863 consented to the closing of the Custom House at 2 P. M. on Saturdays, on the condition that arrangements should be made for the clearance of vessels after that hour, I considered that they expected that they would be allowed to clear vessels as on the other working-days. I am of that opinion still, and do not consider that any Custom House clerk is entitled to any gratification whatever for clearing vessels on Saturdays in ordinary working hours.

3. To shew how grossly the firm in question has been imposed upon, I would mention that no less a sum than 37 Rs. has been charged in one Saturday for preparing outward entry and working after-hours, although the vessel cleared at 3-30 P. M.

4. I fear that the firm in question is not singular in making these payments: and it is scarcely necessary to point out how helpless I am in such a matter without the co-operation of the members of your Chamber. I trust therefore that they will co-operate with me in putting a stop to such practices by strictly refusing to countenance such demands as I have referred to. I need hardly assure the Members of your Chamber that the Deputy and Assistant Collectors with myself will be ready to

enquire instantly into any cases of illegal demands for gratuities, and that should any obstruction be placed in the way of business in consequence of the refusal of such demands, prompt redress will be given.

Subscription for the sister of the late Thomas Waghorn.

At the request of an old and respected member of the Chamber, Mr. Samuel Griffiths of Messrs. William Moran and Co., a subscription list was circulated a few weeks ago for the purpose of raising a small fund to relieve the distressed circumstances of the aged sister of the late Mr. Waghorn, whose enterprise and successful exertions in connection with the establishment of overland communication between India and Europe, by way of Egypt, entitled his services to grateful recognition by Government and the public; and the Committee are glad to announce that contributions to the extent of 4,000 Rupees have been placed in the hands jointly of Mr. Griffiths and Mr. James Layton of Mincing Lane, London, to be appropriated for Miss Waghorn's benefit in such manner as they may think will best secure that object. It was suggested however that in the event of her death before those funds were exhausted—she being nearly 70 years

of age—any surplus should be returned to the subscribers to be applied to some other charitable purpose.

Portrait of Sir Wm. Grey.

The Committee have much pleasure in informing the members of the Chamber that the portrait of the late Lieutenant-Governor has been finished and is considered by all who have seen it to be an excellent likeness; the portrait is expected to arrive shortly, and members will be duly notified when it is ready for inspection.

Members.

Messrs. Stokes, Coleman and Co. have been admitted by the Committee as members of the Chamber, subject to the usual confirmation.

Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 2,006-4-0 exclusive of the Reserve of Rs. 12,000 in 4 per cent. Government Securities.

J. R. BULLEN SMITH,

President.

APPENDIX.

FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce from 1st November 1871 to 30th April 1872.

To Office Rent			Rs.	900	0	0	By Balance of 31st October 1871 :—			
„ Establishment			...	7,344	14	9	Cash in Bank of Bengal	Rs. 687	14	0
„ Charges General			...	3,800	4	10	„ in hand ...	270	5	7
				12,045	3	7		958	3	7
To Balance :—							Government Paper ...	12,000	0	0
Cash in Bank of Bengal ...	687	14	0							12,958 3 7
„ in hand ...	1,318	6	0				By Subscriptions ...	8,960	0	0
	2,006	4	0				„ Receipts from Price Current	3,879	12	0
							„ Interest for 6 months on 4 per cent. Govt. Paper for Rs. 12,000 ...	237	10	0
Government Paper ...	12,000	0	0				„ Sundries.	15	14	0
				14,006	4	0				13,093 4 0
			Rupees	26,051	7	7			Rupees	26,051 7 7

CALCUTTA,
30th April 1872.

E. E.

H. W. I. WOOD,
Secretary.

Statement of the Import and Export of Ship Tonnage of the Port of Calcutta from 1st January to 31st December 1871.

For the Month of	IMPORT.										EXPORT.									
	British.		American.		French.		All other Foreign.		Monthly Totals.		British.		American.		French.		All other Foreign.		Monthly Totals.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
January	45	49,690	7	7,052	8	2,276	1	302	59	59,022	55	59,611	3	4,248	2	613	31	4,750	91	69,316
February	33	33,582	2	2,172	4	1,050	1	428	41	40,230	47	50,403	4	5,406	7	2,275	51	7,450	110	71,534
March	22	25,528	2	1,668	4	1,197	...	...	29	28,393	47	49,113	3	3,303	3	1,261	1	224	54	53,901
April	28	29,900	2	2,254	4	1,228	1	428	35	33,810	30	31,200	2	2,191	4	1,190	1	209	37	34,790
May	47	49,504	...	...	2	1,007	...	...	49	50,511	48	49,250	4	4,272	4	2,122	...	...	56	55,644
June	66	74,054	2	2,197	1	512	2	474	71	77,237	41	43,841	3	3,163	3	1,519	1	300	48	48,823
July	36	40,813	2	1,761	2	1,022	...	...	40	43,596	50	54,870	2	2,304	...	...	...	...	52	57,174
August	62	66,331	2	2,271	4	2,104	2	2,056	71	72,762	39	41,892	3	3,251	4	1,902	1	70	47	47,115
September	51	54,601	1	1,031	...	...	2	1,711	54	57,343	43	52,738	2	1,316	2	1,079	...	...	47	55,133
October	70	73,513	...	...	2	1,259	24	4,954	96	79,726	40	42,955	2	1,977	1	450	2	1,761	45	47,143
November	41	42,297	2	2,262	...	...	2	1,811	45	46,370	44	47,634	1	1,178	...	...	2	430	47	49,242
December	46	48,562	2	2,469	6	3,092	...	...	54	56,124	48	51,726	1	1,178	2	1,178	2	4,400	53	58,482
Total	545	5,60,578	30	28,220	39	17,863	37	13,240	641	6,19,901	542	5,75,553	31	31,837	37	15,906	102	19,703	712	6,43,000

Statement of the Import and Export of Steam Tonnage of the Port of Calcutta from 1st January to 31st December 1871.

For the month of	IMPORT.										EXPORT.									
	British.		American.		French.		All other Foreign.		Monthly Total.		British.		American.		French.		All other Foreign.		Monthly Total.	
	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.
January	21	21,159	...	...	1	939	...	...	22	22,098	26	24,583	...	...	1	939	...	...	27	25,222
February	18	13,677	...	...	1	939	...	...	19	14,516	19	17,233	...	...	1	939	...	...	20	18,172
March	26	23,860	...	...	1	939	...	...	27	24,799	20	14,638	...	...	2	1,778	...	...	22	16,416
April	20	17,395	...	...	1	939	...	...	21	18,334	26	22,770	...	...	1	939	...	...	27	23,709
May	29	21,156	...	...	1	939	...	...	26	22,095	23	18,243	...	...	2	1,878	...	...	25	20,120
June	23	20,296	...	...	1	939	...	...	24	21,225	19	19,801	...	...	1	939	...	...	20	20,740
July	21	20,068	...	...	1	939	1	1,118	23	22,125	22	17,390	...	...	1	939	...	...	23	18,029
August	17	16,687	...	...	1	939	...	...	18	17,626	19	17,098	...	...	1	939	1	1,118	21	19,655
September	24	22,528	...	...	1	939	...	...	25	23,467	26	26,076	...	...	1	939	...	...	27	27,915
October	29	23,256	...	...	2	1,893	1	627	28	25,756	22	20,103	...	...	2	1,893	...	...	24	22,226
November	28	28,502	...	...	2	1,511	...	...	30	30,443	25	22,289	...	...	1	939	...	...	26	24,228
December	25	26,759	...	...	2	1,769	...	...	27	28,528	26	29,023	...	...	2	1,511	1	628	29	31,162
Total	273	2,83,153	...	...	15	13,514	2	1,745	290	2,76,412	273	2,53,876	...	...	16	14,872	2	1,746	291	2,68,194

Statement shewing Bank of England Returns, Price of Consols, Bank Discount, Shipments of gold and silver from Europe to the East, Price of silver in London, Amount drawn on Indian Treasuries, and Exchange London on Calcutta, in the year 1871.

BANK OF ENGLAND RETURN FOR 1871.					CONSOLS FOR MONEY.		BANK DISCOUNT	SHIPMENT OF GOLD AND SILVER FROM EUROPE, EGYPT, AND MEDITERRANEAN PORTS FROM 1st JANUARY TO 31st DECEMBER, 1871.				PRICE OF SILVER IN LONDON.			
	Liabilities		Assets												
Date.	Circulation.	Deposits.	Securities.	Coin and Bullion.	Highest.	Lowest.	Rate and Date of alteration.	Destination.	Gold.	Silver.	Total.	Date.	Bar, per oz.	Dollars, per oz.	5 Francs, per oz.
	£	£	£	£			P. C.		£	£	£				
4th Jan.	20,942,995	10,569,377	22,874,967	13,043,971	93 to 94	Jan. 1st	6	Aden	40,700	32,100	72,800	5th January	4 8⅞	4 10½	4 0
11th "	20,750,057	10,548,784	23,010,200	13,173,132	93½ " 94			Alexandria	1,891,000	3,914	1,894,914	28th "	"	"	"
18th "	20,548,718	10,858,431	23,109,098	13,090,098	93½ " 94			Batavia	11,471	8,300	19,771	2nd Feb.	4 9⅛	4 10½	"
25th "	21,205,982	10,755,468	23,254,899	13,732,812	93½ " 93¾			Ceylon	80,000		80,000	9th "	4 8⅞	4 10½	"
1st Feb.	21,250,340	14,119,980	23,308,174	13,975,981	93¼ " 94			China { Fine Ghee		3,600	3,600	2nd March	4 9⅛	4 10½	4 11½
8th "	21,217,460	14,791,201	23,302,200	13,795,160	93½ " 93¾			China { Hong-kong	5,000	602,837	707,837	16th "	4 8⅞	4 10½	4 11½
15th "	20,820,201	10,870,851	23,000,177	11,645,080	93¼ " 93			China { Shanghai		201,200	201,200	30th April	4 9⅛	4 10½	"
22nd "	20,795,951	10,518,372	22,922,107	13,501,769	93¼ " 93			Gibraltar	5,000	95,000	95,000	4th "	4 8⅞	4 11½	"
1st March.	20,748,907	10,548,594	24,120,200	13,000,727	93¼ " 93½	Mar. 2nd	5	India { Bombay	440,700	1,240,700	1,670,400	4th May	"	4 10½	"
8th "	20,802,540	11,203,122	27,204,160	13,779,082	93¼ " 93½			India { Calcutta	100,000	914,340	914,340	18th "	4 8⅞	4 11½	"
15th "	19,804,455	10,917,350	26,812,160	11,000,000	93¼ " 93½			India { Madras	250,000	73,104	323,104	8th June	4 9⅛	4 10½	"
22nd "	20,008,340	10,820,907	26,272,210	11,051,947	93¼ " 93½			India { Pondicherry	3,200	2,000	5,200	22nd "	"	4 9	"
29th "	20,004,720	10,100,140	26,240,000	13,000,104	93¼ " 93			Japan—Yokohama		700	700	30th July	4 8⅞	4 9½	"
5th April.	20,017,401	10,870,240	26,002,810	13,140,000	93¼ " 93½			Malta	200,000	6,000	206,000	20th "	4 9⅛	4 9½	"
12th "	21,720,502	10,102,035	25,012,002	13,004,041	93¼ " 93½	Apl. 12th	3½	Mauritius		22,504	22,504	3rd August	4 9⅛	4 10½	"
19th "	24,720,032	10,102,720	25,070,000	13,172,110	93¼ " 93½			Penang	6,741	167,315	174,056	7th "	"	"	"
26th "	24,800,110	10,200,007	25,012,027	13,001,000	93¼ " 93½			Penang	5,100	25,000	30,700	7th Sept.	4 9⅛	4 10½	"
3rd May.	20,400,100	10,208,100	25,001,000	13,000,000	93¼ " 93½			Saigon		50,511	50,511	22nd "	4 9⅛ @ ⅜	4 9⅛ @ ⅜	"
10th "	20,000,400	10,000,000	25,000,000	13,000,011	93¼ " 93½			Seychelles	800	4,312	5,112	6th Oct.	4 9⅛	4 9⅛ - ⅜	"
17th "	21,000,770	10,000,000	25,000,000	14,077,000	93¼ " 93½			Singapore	85,200	410,000	495,000	20th "	4 9⅛	4 9⅛	4 10½
24th "	20,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½							3rd Nov.	4 9⅛	4 9⅛	4 11
31st "	24,000,100	10,100,000	25,000,000	14,000,000	93¼ " 93½							17th "	4 9⅛	4 9⅛	4 11
7th June.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½							7th Dec.	4 9⅛	4 9⅛	4 11½
14th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½	Prest 15th	2½					22nd "	4 9⅛	4 9⅛	4 11
21st "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½			Total £	3,211,020	4,002,122	7,170,779				
28th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
5th July.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½	July 13th	3								
12th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
19th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
26th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
2nd Aug.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
9th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
16th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
23rd "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
30th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
6th Sept.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
13th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
20th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
27th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
4th Oct.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½	Oct. 5th	4								
11th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
18th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
25th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
1st Nov.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
8th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
15th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
22nd "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
29th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
6th Dec.	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
13th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
20th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										
27th "	24,000,000	10,000,000	25,000,000	14,000,000	93¼ " 93½										

AMOUNT DRAWN BY THE SECRETARY OF STATE ON THE TREASURIES OF CALCUTTA, MADRAS, AND BOMBAY.					EXCHANGE—LONDON ON CALCUTTA.		
					Government Bills.		Bank Bills at 60 days sight.
Date.	Calcutta.	Madras.	Bombay.	Total.	Maximum.	Minimum.	
1871.	£	£	£	£			
4th January	250,000	—	50,000	300,000	1 13	1 13½	1 13¼
18th "	200,000	—	1,000	201,000	"	"	1 13¼
1st February	200,000	800	100,000	300,000	"	"	1 13¼ @ 1 13⅜
15th "	244,000	5,000	50,000	299,000	"	1 13⅜	1 13¼
1st March	300,000	—	100,000	400,000	1 13⅜	1 13⅜ @ 1 13⅜	1 13⅜ @ 1 13⅜
15th "	300,000	5,000	100,000	405,000	"	"	1 13⅜
4th April	297,000	12,000	100,000	409,000	"	1 13⅜ @ 1 13⅜	1 13⅜
19th "	300,000	4,000	100,000	404,000	"	"	1 13⅜
3rd May	300,000	4,000	100,000	404,000	"	1 13⅜ @ 1 13⅜	1 13⅜ @ 1 13⅜
17th "	300,000	—	44,000	344,000	"	1 13⅜	1 13⅜ @ 1 13⅜
7th June	300,000	—	100,000	400,000	"	"	1 13⅜ @ 1 13⅜
21st "	300,000	—	50,000	350,000	1 13⅜	1 13⅜	1 13⅜
5th July	300,000	—	100,000	400,000	"	"	1 13⅜
19th "	300,000	5,000	100,000	405,000	"	"	1 13⅜
2nd August	240,000	—	60,000	300,000	"	"	1 13⅜
16th "	400,000	—	—	400,000	"	1 13⅜	1 13⅜
6th September	300,000	—	100,000	400,000	"	1 13⅜ @ 1 13⅜	1 13⅜
20th "	300,000	—	100,000	400,000	"	1 13⅜	1 13⅜
4th October	300,000	3,400	100,000	403,400	"	1 13⅜	1 13⅜
18th "	300,000	—	100,000	400,000	"	1 13⅜	1 13⅜
1st November	300,000	10,000	100,000	410,000	"	1 13⅜ @ 1 13⅜	1 13⅜
15th "	300,000	700	100,000	400,000	1 13⅜	1 13⅜ @ 1 13⅜	1 13⅜ @ 1 13⅜
6th December	300,000	3,000	100,000	403,000	"	"	1 13⅜ @ 1 13⅜
20th "	400,000	—	100,000	500,000	"	1 13⅜	1 13⅜ @ 1 13⅜
Total £	5,981,000	143,900	1,750,000	8,000,000			

Statement exhibiting the Assets and Liabilities of the Bank of Bengal, Bank rates of interest and discount, the value of Government [illegible]

BANK OF BENGAL RETURNS.

Date.	Liabilities. Capital, Reserve & Sundries.	Liabilities. Deposits. Public.	Liabilities. Deposits. Private.	Liabilities. Post Bills.	Assets. Government Securities.	Assets. Other Securities.	Assets. Sundries.	Assets. Cash, Bullion, Stock, Currency Notes & Treasury Balance.
1871.								
17th Jan.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
24th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31st "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7th Feb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
21st "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7th March.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
21st "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4th April.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
11th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
18th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
25th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2nd May.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
16th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
23rd "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6th June.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
13th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
20th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
27th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
18th July.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
25th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1st August.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
15th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
22nd "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
29th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5th Sept.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
12th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
19th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
26th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3rd Oct.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	*	*	*	*	*	*	*	*
21st "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7th Nov.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
12th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
19th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
26th "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3rd "	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BANK OF BENGAL RATES.

Date.	Discount. Private Bills.	Discount. Government Acceptances.	Interest. Fixed Loans on Govt. Paper.
1871. 6th Jan.	6	6	6
13th "	6	5	6½
7th Feb.	—	—	—
21st "	—	—	—
6th March.	—	—	—
21st "	—	—	—
4th April.	—	—	—
20th "	7	6	5½
2nd May	—	—	—
18th "	—	—	—
2nd June	—	—	—
16th "	—	—	—
23rd "	6	5	6½
30th "	—	—	—
14th July	—	—	—
30th "	—	—	—
11th Aug.	—	—	—
25th "	—	—	—
8th Sept.	—	—	—
20th "	—	—	—
10th Oct.	6	5	5½
9th Nov.	5½	5½	6
16th "	6½	6½	7
23rd "	6½	7½	7
5th Dec.	—	—	—
19th "	—	—	—

Statement of the Import and [illegible]

For the Month of	Grand Bengal.	Panjab.
1871.		
January	—	—
February	—	—
March	—	—
April	—	—
May	1,00,000	—
June	7,000	—
July	80	—
August	—	1,00,000
September	—	20,000
October	2,00,074	—
November	46,36,300	30,000
December	7,68,750	2,50,000
Total	20,00,014	4,00,000

* Bank of Bengal closed during the Durga Punjab holidays.

To Great Britain [illegible]
Akyab, Arracan and Pegu [illegible]

...ination, the Exchanges on London and China, and Statement of Import and Export of Bullion and Specie, in the year 1871.

	INDIAN GOVERNMENT SECURITIES.				EXCHANGE.			
					Calcutta on London.		Calcutta on China.	
	Date.	4 per cents.	5 per cents.	6 per cents.	Bank and 4 months' Bills on 6 months' sight.	Government Bills on 6 months' sight.	At 2 months' sight.	
							per 100 Dollars.	per 100 Taels.
	1871.				s. d. s. d.	s. d. s. d.	Rs. Rs.	Rs.
1	31st Jan.	97½ @ 97¾	104¾ @ 104¾	113¼ @ 113½	1 1½ @ 1 1½	1 1½ @ 1 1½	208 @ 208	203
8	28th "	97½ " 98	104¾ " 105	113½ " 114	1 1½ " 1 1½	1 1½ " 1 1½	208	203
—	7th Feb.	97½ " 97½	104¾ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	208½	204
—	21st "	97½ " 98½	104¾ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	208½	204
—	4th March	97½ "	104¾ " 104½	113½ "	1 1½ " 1 1½	1 1½ " 1 1½	208	203
—	21st "	98 "	104 " 104½	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	207	203
—	4th April	98½ " 99	104¾ " 104½	113½ " 114	1 1½ " 1 1½	1 1½	207	203
7	18th "	99 " 99½	104¾ " 104½	113½ "	1 1½ " 1 1½	1 1½	207	203
—	2nd May	99½ "	104¾ "	113½ "	1 1½ " 1 1½	1 1½	206½	203
—	16th "	99½ " 99½	104½ "	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	207½	203
—	31st June	99½ "	104½ "	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	207½	203
—	13th "	99½ " 99½	104½ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	207½	203
4	28th "	99½ "	104½ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	206½	203
—	14th July	99 " 99½	104½ " 104½	113½ "	1 1½ " 1 1½	1 1½ " 1 1½	206	203
—	26th "	99½ "	104 "	113 "	1 1½ " 1 1½	1 1½	206 " 206½	203
—	11th Aug.	99½ " 99½	104½ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	206	203
—	25th "	99½ "	104½ "	113½ "	1 1½ " 1 1½	1 1½	206½	203
—	8th Sept.	99½ " 99½	104 " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	206	203
—	20th "	100½ " 100½	104 " 104½	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	206½	203
—	20th Oct.	99½ " 99½	104½ "	113½ "	1 1½ " 1 1½	1 1½	206	203
7	7th Nov.	99½ " 99½	104½ " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	206	203
21	21st "	99½ " 99½	104 " 104½	113½ " 113½	1 1½ " 1 1½	1 1½ " 1 1½	206½	203
—	5th Dec.	98 " 98½	103½ " 104	113½ "	1 1½ " 1 1½	1 1½ " 1 1½	206	203
—	19th "	98 " 98½	104 " 104½	113½ " 113½	1 1½ " 1 1½	1 1½	206	203

...Export of Bullion and Specie, exclusive of Govt. operations, valued in rupees, from 1st January to 31st December 1871.

Ports.	Treasure sent Government.	Treasure on Government Account.	Treasure sent Merchants and Bankers.	Treasure sent Merchants and Bankers.	Arrivals, Departure and Port.	Treasure sent Ports.	Treasure.	Treasure.	Treasure.	Net Imports Treasure.	Treasure Total.
8,71,000	1,000	.....	.....	.....	14,000	1,70,000	75,000	2,000	1,00,000	40,000	14,00,179
8,57,000	1,000	.....	.....	10,000	7,000	30,000	30,000	5,000	.....	4,000	7,45,000
8,75,000	1,000	6,00,000	12,000	40,000	10	35,000	1,50,000	6,000	.....	100	13,00,000
2,35,000	30,000	3,10,000	10,000	1,00,000	.....	60,000	8,000	800	10,000	.....	8,00,000
6,40,000	40,000	10,000	1,50,000	.....	40,000	8,000	5,00,000	10,000	1,70,000	6,000	15,75,000
7,20,000	60,000	8,00,000	1,00,000	10,000	40,000	.....	10,00,000	8,000	.....	8,000	20,00,000
2,00,000	60,000	2,00,000	5,00,000	70,000	30,000	.....	.....	.....	60	.....	10,00,000
1,00,000	6,000	2,00,000	6,00,000	60,000	40,000	10,000	1,00,000	.....	40,000	.....	10,00,000
7,00,000	1,00,000	.....	1,00,000	.....	30,000	5,000	1,000	5,000	60,000	80,000	11,00,000
8,71,107	60,000	1,00,000	80,000	.....	14,000	2,000	15,000	8,000	1,00,000	.....	14,00,000
10,20,000	1,40,000	2,70,000	10,000	.....	.....	.....	1,000	5,000	1,00,000	10,000	10,00,000
2,10,000	7,000	8,00,000	20,000	.....	1,000	.....	2,000	1,000	40,000	10,000	10,00,000
80,00,000	7,00,000	40,00,000	11,00,000	5,00,000	5,00,000	2,00,000	30,00,000	80,000	7,00,000	1,00,000	2,17,00,000

EXPORTS.

China £1,000 ; Penang and Singapore £4,000 ; Bengal and Mauritius £1,00,000 ; Mauritius and Bombay £1,00,000 ; ... £1,00,000 ; Madras £1,00,000 ; Bombay £1,00,000 ; Ceylon £1,00,000 ; and to all other places £1,00,000. | Total ... 1,00,00,000

TONNAGE SCHEDULE for the PORT OF CALCUTTA, submitted at a Special General Meeting of the Bengal Chamber of Commerce held on the 12th February 1872, and adopted with effect from 1st September 1872.

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes ...	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robins	8	.....
,, boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies, (dry) in bags	8	.....
China Root, in bags	11	.....
,, boxes	.....	50
Chiretta	.....	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Copras, or Cocoanut Kernel... ...	14	.....
Coriander Seed	12	.....
Cotton, in bales of 300 lbs. each, 5 to the ton, not to exceed ...	.....	52

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth in Bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth ...	.....	50
Gunjah	.....	50
Hemp, in bales of 300 lbs. each, 5 to the ton, not to exceed	.....	52
Hides, Buffalo, or Cow, cured ...	14	.....
Hoofs, Horn Shavings and Tips ...	20	.....
Horns, Cow, Buffalo, or Deer ...	20	.....
India Rubber, in bags	16	.....
,, in cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute, in bales of 300 lbs. each, 5 to the ton, not to exceed	.....	52
Jute Cuttings	.....	52
Lac Dye	.....	50
Lard	20 gross	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Mirabolams	16	.....
Molasses	2 puncheons or 4 hhds.	
Mother o'Pearl, in bags	20	.....
,, chests	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
,, casks	4 hhds.	

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans for dunnage	20	.....
Red Wood, Ditto	20	.....
Rhea, in bales, per ton of 5 bales not exdg. ...	.....	52
Rice	20	.....
Rope, in coils	.....	50
,, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower, in bales p. ton of 5 bales not exdg..	.....	52
Sago, in cases	.....	50
Sal-amoniac, in bags	20	.....
,, boxes	20 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
,, bags	16	.....
Senna, ...	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
,, bags	16	.....
Silk Chussum	.....	50
Waste	.....	50
Silk Piece Goods	.....	50
Skins	14	.....
Soap, country, in cases	.....	50
,, bags	15	.....
,, bar	20	.....
Stick Lac, in cases	.....	50
,, bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20	.....
Talc	20	.....
Tarmarinds, in cases or casks ...	20	.....
Tapioca	.....	50

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
,, squared	.....	50
Tincal	20	.....
Tobacco, in bales	16	.....
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

Secretary.

CALCUTTA,
12*th February* 1872.

MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto and Sagrandi.
Apcar and Co.
Anstruther and Co.
Argenti, Schilizzi and Co.
Atkinson, Tilton and Co.
Atkinson, John and Co.
Ashburner and Co.
Balmer, Lawrie and Co.
Barlow and Co.
Begg, Dunlop and Co.
Blacker, G. M.
Borradaile, Schiller and Co.
Buskin, E. G.
Camin, Lamouroux and Co.
Carlisles Nephews and Co.
Colvin, Cowie and Co.
Crooke, Rome and Co.
Cochrane, S., *Manager, Agra Bank, Limited.*
Chalmers, J., *Manager, National Bank of India.*
Cox, Henry S.
DeSouza, Thos. and Co.
Durrschmidt, Grob and Co.
Dwarkanath Dutt and Co.
Ede and Hobson.
Ernsthausen and Oesterley.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. I.
Fergusson, J. H. and Co.
Findlay, Hoyes and Co.
Feilmann, Maurice and Co.
Finlay, Muir and Co.
Freck, D., and Co.
Gisborne and Co.
Graf and Banziger.
Graham and Co.
Grindlay and Co.
Gubbay, Elias S.
Henderson and Co.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Jardine, Skinner and Co.
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
Knowles, H., *Agent, Borneo Company.*
Longmuir, Thos., *Manager, Delhi and London Bank, Limited.*
Lovell, H. P., *Supdt., P. & O. Steam Navigation Company.*
Lyall, Rennie and Co.
Macallister, R., *Agent, Tudor Company.*
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macknight, Anderson and Co.
Moran, W. and Co.
Manockjee Rustomjee.
Murray, W., *Agent, Hong-Kong & Shanghai Banking Corporation.*
Pearce, Macrae and Co.
Playfair, Duncan and Co.
Petrocochino Brothers.
Peel, Jacob and Co.
Prestage, F., *Agent of the Eastern Bengal Railway Company.*
Prawnkissen Law and Co.
Preston, Alfred.
Ralli Brothers.
Ralli and Mavrojani.
Robert and Charriol.
Rentiers and Co.
Robinson, S. H.
Robinson, T. M., *Managing Director of the Bengal Coal Company.*
Rose and Co.
Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
Renaud, A., *Manager, Comptoir D'Escompte de Paris.*
Schilizzi and Co.
Schlaepfer, Putz and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Shand, Fairlie and Co.
Shaw, Jameson and Co.
Smith, D. A. and Co.
Smith, Samuel, Sons and Co.
Stokes, Coleman and Co.
Scrymgeour, J. S., *Agent, Oriental Bank Corporation.*
Thomas, J. and Co.
Turner, Morrison and Co.
Toulmin, L. W. and Co.
Tamvaco and Co.
Ullmann, Hirschhorn and Co.
Weinholt Brothers.
Whyte, G. A., *Agent, Chartered Bank of India, Australia and China.*
Whitney Brothers and Co.
Williamson Brothers and Co.
Wiseman, Mitchell, Reid and Co.
Wills, Edmands and Co.
Wolff, Wilmans and Co.
Yule, Andrew and Co.

MOFUSSIL MEMBERS.

Becher, Wm.—*Gowhatty, Assam.*
Hamilton, Brown and Co.—*Mirzapore.*
Howard Brothers.—*Mirzapore.*

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

First .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

Second.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Third.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

Fourth....That candidates for admission as members of the Chamber shall be proposed

and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

Fifth.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

Sixth ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

Seventh... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

Eighth.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

Ninth... That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

Tenth... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

Eleventh. That the Committee shall meet for the purpose of transacting such business as may come within the province of the

Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

Twelfth. That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

Thirteenth. That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

Fourteenth. That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Fifteenth. That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

Sixteenth. That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

Seventeenth. That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting to be held within 15 days subsequent to receipt of such requisition.

Eighteenth. That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

Nineteenth. That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

Twentieth. That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

Twenty-first. That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second. That strangers visiting the Presidency may be admitted by the Committee

as honorary members for a period not exceeding two months.

Twenty-third...That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

Cones and Co., No. 19, Loll Bazar.

with the shipping of the port by the proposed concentration is so obvious that your Committee are gratified in being able to report to the Chamber the very favourable manner in which their representation has been received by the Government of Bengal, who have postponed their own wants to the requirements of trade. The question has been referred to the Government of India, and your Committee hope that the main difficulty—funds—may be got over by the grant asked for from Imperial revenue.

The Committee appointed had two sittings, and the site approved of is close on to the Military Accountant's Office in Coilah Ghât, along the river-side, nearly up to the export-gate of the Custom House. This includes the bit of waste land at the corner of the Strand and Coilah Ghât Street. Plans and estimates will be, or have been, submitted to Government, and I hope before long we shall see a building containing the three offices—Master Attendant, Customs, and Port Commissioners—located under one roof. Each department has sent in a report of its requirements, and the site chosen is capable of accommodating them all, and there will also be room

left for extensions hereafter, as may be required. The building will be 3-storied.

Jute Godowns on the Strand Bank.

The suggestion of the Port Commissioners for utilizing their reclaimed land in the northern portion of the town, by the erection of jute godowns and screw-houses, has had the support of your Committee, and has met with the approval of Government. The Committee thought, however, that a large and comprehensive plan, embracing the whole area, might be advantageously first made, and that each separate structure, whether put up by the Commissioners or private individuals, should form part and parcel of this plan.

Jute Depots.

This question was referred to in the last report. The correspondence with the Municipality shows that your Committee have failed in the very reasonable request they made.

Cotton.

The question of the adulteration of cotton was brought to the notice of your Committee by

Messrs. Colvin, Cowie and Co., and it has resulted in a strong measure almost universally adopted by merchants. You will find particulars fully detailed in the report. The Railway Company, whose co-operation was asked, have declined to interfere, and Mr. Colvin has just informed me that his personal interview has not been more successful. Your Committee hope, however, they may still obtain some concession, so as to enable this very desirable measure being carried through.

The Floating Bridge and the Tramway.

The only other point in the report is the floating bridge. Mr. Bradford Leslie has returned to India, but your Committee have not yet had any communication from him; they will probably hear from him as soon as he comes back from the Mofussil. In the meantime I have no doubt the preparations are being rapidly pushed on, and that we shall soon see this great work accomplished. I hope also within a few days we shall have the tramway too fairly at work.

I now move—"That the report of the Committee for the half-year ended 31st October 1872, now submitted, be received and adopted."

The resolution was seconded by Mr. Manockjee Rustomjee, and duly put and carried.

Mr. Colvin said he came this morning in order to listen and learn, and not to speak; but as reference had been made in the half-yearly report of the Chamber, as well as by the President, to certain proceedings initiated by his firm in respect to the trade in Bengal cotton, he deemed it desirable to offer a few words of explanation of the principles which guided them in that matter. He trusted he need hardly assure the meeting that no selfish motive had influenced his firm, for their interest in the particular trade was comparatively limited, and he had felt considerable diffidence and hesitation in starting a movement in which others, both by position and extent of transactions, were much better entitled to lead the way. The cause, however, which they (Messrs. Colvin, Cowie and Co.) had taken up was undoubtedly one of common complaint and concern. The grievance was admittedly substantial and general; it was, in fact, agreed on all sides that it was time that something should be done. They had felt, therefore, that if they could in any way unite and concentrate the scattered force of opinion on the subject into a movement which

should strike at the root of the complaint, and impel a removal of the grievance, they would be doing something, and adding their mite to the treasury of the general good of the trade. The real cause of the mischief was patent. It was clear that an objectionable system had been allowed to grow up and become established by time and the force of circumstances—a system under which it was impossible to apply the principle of *caveat emptor*, for the buyer was compelled by it to a great extent to take upon trust the quality of the goods he was purchasing—a compliment which was not generally returned by the native to the European trader. Similarly the remedy was not far to seek. It was clear that it consisted in the establishment of a new system, or rather the re-establishment of an old one, by which the buyer would be enabled thoroughly to examine the quality of the whole of his purchases, and to insist upon the exact performance of the seller's contract. The difficulty was in the application of the remedy. They had done their best to ascertain the views of their neighbours, and to elicit suggestions from them on the subject; and here he must thank the President and the Committee of the Chamber for the ready assistance rendered by them by circulating the

correspondence, even though perhaps they were not all of the same opinion upon the matter. The form and manner in which Messrs. Colvin, Cowie and Co., had decided, after reference to the members of the Chamber, to endeavour to carry out their object met with general concurrence, and he trusted that the weight of support accorded to the movement at the beginning would be sufficient to carry it through successfully to the end, and that no real difficulty would be experienced in putting into practice the provisions of the public notice. He was aware that objections had been raised, and there were differences of opinion as to the terms of the notice ; but it was impossible to secure entire unanimity either of action or opinion in regard to matters affecting the commerce of Calcutta, in which so many countries were concerned, and such varied interests involved ; but he trusted that the proceedings of the Bengal Chamber of Commerce would bear record that, on this, as on many other instances, the merchants of Calcutta were ready to act together, notwithstanding differences of nationality and divergences of individual interests, for the honour and stability of all branches of its trade.

After some discussion in regard to the mode of

electing office-bearers, the President moved the following resolution :—" That the Committee's conditional election of Messrs. Paul, Tambaci and Co., and of Messrs. Anderson, Wright and Co., as members of the Bengal Chamber of Commerce, be confirmed." The resolution was seconded by Mr. T. A. Apcar, and duly put and agreed to.

The Hon'ble Bullen Smith then proposed, and the Hon'ble Mr. Colvin seconded, " that the best thanks of the Chamber of Commerce be given to the Committee for their services during the past half-year."

The Chairman thanked the meeting on behalf of himself and the Committee, adding that the work was done with a great deal of pleasure.

The meeting then dispersed.

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee for the half-year ended 31st October 1872.

THE Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

Eastern Trade Bills of Lading—via Suez Canal.

A reference to the Chamber's Report for the half-year, ended 30th April 1871, will remind members that the subject of bills of lading for merchandise by steamers passing through the Suez Canal was then submitted for their consideration, and resolutions were unanimously adopted both as to the objectionable character of various clauses which those documents contained, and the expediency of giving the preference to vessels which issued bills of lading free from the objections complained of.

The matter was subsequently taken up in London; and at a meeting of merchants and others interested in the trade with the East, held on 11th July 1871, a Committee of merchants was appointed to consider all the special stipulations introduced into bills of lading for goods shipped on Canal steamers, and to confer thereon with the representatives of the steam ship-owners and underwriters, with the view of drawing up a general form of bill of lading which should be equitable in its conditions to all parties; and of arranging such a method of settling the freight as might remedy existing irregularities. A meeting of ship-owners was accordingly held, and a Committee was appointed to concert terms with the merchants.

The two Committees met, and, after a prolonged discussion, and a series of compromises on both sides, agreed upon the terms of the *Eastern Trade Bill of Lading Outwards,* in three forms suited to meet the circumstances of

1.—An ordinary voyage to the East direct, or trading at intermediate ports;

2.—A voyage to India, touching at Colombo, Madras, or other open roadsteads on the Malabar or Coromandel Coasts;

3.—A voyage involving trans-shipment, the steamer not proceeding to the port for which she accepts cargo, such as Rangoon, Batavia, or Japan.

The advantages of a uniform system were at once recognised by the general adoption of the amended form of bill of lading, which has been pronounced as a useful and successful document.

But, with regard to the bill of lading *inwards*, the two Committees could not come to mutually satisfactory terms: on the clauses respecting delivery of cargo and payment of freight they were essentially at variance, and as they could not agree on these material points, the negotiation was brought to a close.

The foregoing brief abstract has been made from the report of the merchants' Committee, which, as it is desirable to preserve their proceedings for future reference, is given in full at the conclusion of this paragraph.

REPORT of the Committee of Merchants trading with the East appointed to consider and amend the conditions of Bills of Lading by Steamships passing through the Suez Canal.

The Committee entered upon its duties in pursuance of the following resolution passed at a meeting of Merchants and other interested in the Trade with the East, which was held at the London Tavern on the 11th July, 1871:—

That a Committee of Merchants be appointed to consider all the special stipulations that have been introduced into Bills of Lading for Steam Vessels, and to confer thereon with the representatives of the Steam Ship-owners and Underwriters, with the view of drawing up a general form of Bill of Lading which shall be equitable in its conditions to all parties; and to arrange such a method of settling the freight as may remedy existing irregularities.

Power was also given to the Committee to add to its numbers, and it was finally constituted as follows:—

Mr. JAMES MACANDREW, *Chairman*.(Messrs. Matheson & Co.)
Mr. G. ARBUTHNOT.....(Messrs. Arbuthnot, Latham & Co.)
Mr. W. BROUGHALL.....(Messrs. Broughall & Co.)
Mr. W. H. CRAKE .....(Messrs. Crawford, Colvin & Co.)
Mr. LANCELOT W. DENT.....(Messrs. Dent, Palmer & Co.)
Mr. HORACE FARQUHAR.....(Messrs. Forbes, Forbes & Co.)
Mr. JOHN FLEMING .....(Messrs. Smith, Fleming & Co.)
Mr. E. HALTON .....(Messrs. T. A. Gibb & Co.)

Mr. F. W. HEILGERS .....(Messrs. Wattenbach, Heilgers & Co.)
Mr. JOHN E. RALLI ....(Messrs. Ralli Brothers.)
Mr. GEORGE ROSS.....(Messrs. James Wyllie & Co.)
Mr. S. L. SCHUSTER.. .....(Messrs. Schuster, Son & Co.)

The Committee has likewise had the benefit of the valuable advice and assistance of Mr. J. A. W. Harper, Secretary of Lloyd's Salvage Association, who had, on behalf of the Association, devoted much attention to the conditions of Bills of Lading.

As convincing proof of the necessity of their enquiries and of the pressing nature of the evils to be remedied in re-adjusting the freight contract, the Committee need only refer to a sheet published by Lloyd's Salvage Association, and very generally circulated among merchants, in which the exemptions of the ship from liability in various contingencies are classified in a tabular form. There was little difficulty in determining which of these conditions most urgently called for abolition or alteration, and the Committee then lost no time in seeking the co-operation of Steam Ship-owners in arriving at a common understanding upon the subject. A meeting of the latter body was called in London, and a Committee, of which Mr. C. M. Norwood, M. P., was Chairman, was appointed to concert terms with the merchants.

The two Committees addressed themselves in the first instance to the examination of the Bill of Lading Outwards, and after prolonged discussion and a series of compromises on both sides, the "Eastern Trade Bill of Lad-

ing Outwards" was agreed upon, and published in three forms, slightly varied to suit different voyages:—

No. 1.—For an ordinary voyage to the East direct, or trading at intermediate ports.

No. 2.—For a voyage to India, trading at Colombo, Madras, or other open roadsteads on the Malabar or Coromandel Coasts.

No. 3.—For a voyage involving trans-shipment, the steamer not proceeding to the port for which she accepts cargo, such as Rangoon, Batavia, or Japan.

This agreement was promptly announced to merchants in a circular issued by the Chairman of the Committee, dated 20th January, 1872, appended to which were copies of the three revised forms of Bills of Lading. The new form came into immediate use; and it affords the Committee much gratification to testify that it has been very generally accepted, not only in London, but in Liverpool and Glasgow also, and has proved a useful and successful document. One exception to its universal use is the Liverpool line of steamers to the Straits and China, known as Holt's line. The Committee in their circular of 20th January, recommended that as far as practicable shippers should require that the Eastern Trade Bill of Lading be used by any steam vessel in which they engaged to ship goods *viâ* the Suez Canal. Had this recommendation been more generally acted upon, there is

no doubt that the Managers of Holt's line would have ere now adopted the new form; but if shippers of goods put it in their power by continued support of their steamers to decline compliance with the agreement accepted by all other private steam-ship-owners in the trade, the efforts of the Committee to benefit merchants by the introduction of an improved system are so far frustrated. The Committee believe that the results of the agreement have been baneficial alike to ship-owner and merchant, and that the advantages of uniformity of system have not been too dearly purchased by the compromises acceded to. If shippers entertain the same view, it rests with themselves alone to necessitate compliance by declining to ship in any line of steamers where the Eastern Trade Bill of Lading is not recognised.

With the two great companies controlling the Overland Route, the Peninsular and Oriental Steam Navigation Company, and the Messageries Maritimes of France, no negotiations have yet been entered into. There are many stipulations in their respective Bills of Lading which seem to the Committee to be very prejudicial to the interests of merchants; but it must be conceded on the other hand that their mail contracts, and the circumstance of their being essentially passenger lines, impose special obligations upon them, and render stringent conditions more necessary than in the case of other steamers. At the same time, when the vessels pass through the Suez Canal, as is now very generally done by the French, and occasionally by the English Company, the Com-

mittee see no good reason why a slight modification of the Eastern Trade Bill of Lading should not meet all the exigencies of the case; and it rests with shippers to take measures for bringing about an alteration in this respect.

Copies of the three forms of the Eastern Trade Bill of Lading Outwards, attested by the Chairmen of the two Committees, have been deposited in the custody of the Committee of Lloyd's, to serve for purposes of reference as the standard text of the Bill of Lading agreed upon.

The Committee regret that in the case of the Bill of Lading Inwards they are unable to report an equally satisfactory result of their labours. It was agreed between the two Committees that the Bill of Lading Outwards should be substantially followed with such verbal alterations as were required by the change of voyage; but that special clauses applicable to the Port of London should be introduced respecting the delivery of cargo aud payment of freight. The system of discharging ships at Liverpool and elsewhere is very different, and might require differently worded clauses, which the trade of the various ports interested would have to adjust.

It was soon found that on these clauses the two Committees were essentially at variance. As respects the delivery of cargo, the difference of opinion was not so wide as to preclude the hope of an arrangement, the merchants merely desiring to be protected against a surprise, by which their goods would be warehoused by the Agents

for the ship, before they knew or had the means of knowing of her arrival. The following was the clause proposed by the Committee :—

> One clear working day after the day on which the ship reports at the Custom House, and is docked, is to be allowed for applications for delivery; and if thereafter the goods are not removed without delay by the consignee, the master or agent is to be at liberty to land and warehouse the same, or if necessary, to discharge into hired lighters, at the risk and expense of the owners of the goods.

The clause finally proposed by the Shipowners' Committee was as follows :—

> Twenty-four hours (Sundays and holidays excepted) after the ship reports at the Custom House, and is docked, are to be allowed for applications for delivery; and if thereafter the goods are not removed by the consignee immediately they come to hand in discharging the ship, the Master or Agent is to be at liberty to land and warehouse the same, or, if necessary, to discharge into hired lighters, at the risk and expense of the owners of the Goods.

As it is not customary or practicable in London to give Consignees notice of the ship's arrival except by publication of her report in the Bill of Entry the morning after it is made, the clause adopted by your Committee seems decidedly the more reasonable of the two, especially as

the hour of the ship's report is a point on which the Consignee of goods cannot possess any evidence. Moreover, the bulk of the warehousing entries would certainly be passed within twenty-four hours, and the steamer's discharge be thus very rarely interrupted, while if she landed the whole of her cargo on the dock quay, as is most usually done, no interruption at all could take place.

On the more difficult question as to the mode of paying freight some explanations are necessary. When the terms of the Bills of Lading now used run "Freight payable in London," "Freight payable on delivery," or even, "Freight payable as customary" the shipowners contend that, according to the usage established by themselves since the introduction of steam vessels into the trade with the East, they are empowered to detain the goods on board, or in the dock or warehouse of their own selection, until the freight is paid in advance of delivery, or, what is practically the same thing, simultaneously with delivery. It will not be forgotten that this is precisely the grievance of which merchants have for years past complained, and to remedy which was one of their principal objects in organizing a Committee of their number. The Shipowners' Committee continue to maintain the above position; and their chief arguments for so doing may be thus expressed :—

I. That payment in advance of delivery is now the established usage of the trade.

II. That it is necessary for their protection against the insolvent or fraudulent consignee of cargo.

III. That it is unreasonable to expect them to follow goods to the wharf or warehouse appointed by the consignee, either for the purpose of collecting the freight upon them or ascertaining the correctness of delivery.

IV. That goods in transit to the wharf or at the wharf may be plundered or damaged by the servants or agents of the consignee, for which, in the absence of distinct proof, the ship would be held liable.

V. That a large proportion of the freight earned is expended in advance on coals, canal dues, and other charges peculiar to steamers, to which, therefore, immediate returns from their earnings are essentially necessary.

VI. That to defer payment of the inward freight for thirty days would render it impossible for steamship owners to carry on their business, owing to the large increase of capital which it would call for.

To these arguments the Merchants reply—

I. That the present usage as to payment is of quite recent introduction, deriving any validity it has from the terms of Bills of Lading drawn up by shipowners themselves, and that so far from being established by common consent, it has been constantly objected to by consignees of goods.

II. That the shipowner has a perfect protection for his freight in what is known as the dock or wharf *stop*

with which there is no intention of interfering, and by which the warehouse-keeper engages not to part with the goods to any one until he receives a release from the shipowner. To meet the rare case of insolvent or fraudulent wharfingers, the Committee were quite willing to concede that the shipowner might object to the goods being delivered into the custody of any such until his freight was paid.

III. That to constitute proper delivery the consignee must have the opportunity of ascertaining that his goods are according to Bill of Lading, while the existing system does not afford this opportunity either on board ship or on the dock quay. The shipowner, therefore, cannot be absolved from followiug the goods to their final destination, as until they are there examined, weighed, and measured it is quite out of his power to render a freight account.

IV. That this objection merely calls for an improved and less hurried method of taking the delivery account, as between the Dock Company, who are the agents of the ship, and the wharfingers, who are the agents of the Merchants, and that the Merchants' Committee would gladly co-operate in the establishment of such an improved system. Cases of plunder could then be traced without difficulty to the parties guilty of them.

V. & VI. That it is no part of the merchant's functions to provide capital for carrying on the shipowner's business; and that in London there can be no difficulty whatever in procuring money on so excellent a security

as the assignment of a steamer's freight, payable in thirty days.

The Merchants' Committee have likewise to point out, that, as a matter of fact, the larger portion of a steamer's freight is voluntarily paid before her discharge, in order that the merchant may obtain possession of the freight release, especially in the common case of goods sold to arrive. They object, however, to be compelled to pay upon the shipowner's estimate of what the freight may eventually amount to, and before he has completed his share of the contract by the delivery of the goods. The term of thirty days has been fixed as the lowest averge period in which the landing account of an ordinary cargo can be looked for, there being no desire on the part of the Committee to delay payment longer than may be requisite to ascertain the precise amount of freight, and the claims (if any) against the steamer for short delivery, ship damage, or other default.

Upon this divergence of views, the negotiation between the two Committees has been broken off. The only concession proposed by the Shipowners' Committee has been that delivery should be made on pre-payment of four-fifths of the estimated freight, instead of the whole. This suggestion, however, seemed to your Committee to be just as objectionable in principle, and inconvenient in practice, as the existing system, and it was not seriously discussed. They subjoin the clause as they have drafted it:—

> Freight for the said goods at and after the rate of per ton of delivered is to be paid subsequent to the landing thereof by cash in London not later than thirty days after the ship's reporting at the Custom House, or upon any earlier day on which a freight release may be required and received by the consignee.

while the wording proposed by the shipowners is as follows:—

> Freight for the said goods at and after the rate of per ton, is to be paid by cash in London, when the ship is ready to discharge.

The Shipowners' Committee likewise sought to re-introduce into the Bill of Lading Inwards the exemption for damage by vermin, which by mutual consent had been expunged from the Bill of Lading Outwards. They further proposed for your Committee's adoption the following clause:—

> The Bill of Lading duly endorsed is to be delivered to the Agent on demand after arrival, in exchange for the Master's copy, and an order for the delivery of the goods.

On this latter it will be sufficient to observe that your Committee obtained a legal opinion, which was to the affect that the shipowner had no right to require the surrender of an endorsed or cancelled Bill of Lading

until he had completed delivery of the goods comprised in it.

The Committee having devoted much care to the drafting of the Bill of Lading herewith, styled the "Eastern Trade Bill of Lading Inwards, No. 4," recommend it for adoption by merchants trading to the East, and would urge that they use their best efforts through their correspondents abroad to have it recognised and brought into use at the ports of shipment; declining, so far as may prove practicable, to allow their goods to be shipped by steamers the owners of which continue to enforce the use of the old forms.

In the Committee's circular of 20th January it was recommended "that to ensure the benefit of a complete "protection to sea risks, the policies taken out on voyages "by steamer *viâ* the Suez Canal should cover the merchan-"dize 'in terms of the Eastern Trade Bill of Lading.'" When this recommendation was brought before Underwriters, the clause suggested was at once objected to as imposing upon them new and undefined liabilities. A meeting was held at Lloyd's on the 21st February, which resulted in the appointment of a Committee, representing both the Insurance Companies and private Underwriters, to consider the question further, and if possible to come to an agreement respecting it. With this Committee the subject has been very fully considered and discussed by your Committee. The intention of your Committee in

their original recommendation was sufficiently evident from their expressing their object to be the more complete protection of the *sea risks* to which the Bill of Lading related; but they are quite willing to admit that the language proposed for the clause was too wide and vague in its terms, and might have been interpreted as involving Underwriters in some of the liabilities from which shipowners had by the revised Bill of Lading been specially exempted. In order to draft a clause more exact in its wording, the first matter to be determined was the precise meaning attached, both by the assurers and the assured, to the risks covered by a policy on goods which had been shipped under the Eastern Trade Bill of Lading. On this point the Committee are happy to state that they have arrived at a satisfactory understanding with the Underwriters' Committee, of which the following is an abstract:—

The Underwriters' risk on the voyage named, calling at the intermediate ports named, is to include—

Coaling at other intermediate ports not named.
Taking in and discharging cargo while so coaling.
Sailing with or without pilots.
Towing and assisting vessels in all situations of distress.

Loss or damage arising from the machinery or boilers.

Dangers and accidents arising from the navigation of the Suez Canal.

Any act, neglect, or default whatsoever of Pilots, Master, or crew in the management or navigation of the ship, provided the expression "management of the ship" shall not be held to include any act connected with the stowage or other dealing with the cargo of the ship not arising out of a sea-peril.

In addition to all risks comprehended and provided for in the body of this policy.

The Underwriter is not to be liable for acts or default of the shipper unconnected with sea-perils, such as insufficient packing, incorrect marking, improper description, absence of declaration for inflammable or dangerous goods, or insufficient declaration of value for specie and valuables.

The Underwriter, however, is to be liable as heretofore for the consequences of sea-damage or sea-perils of any kind, such as leakage, breakage, sweat, rust, decay, when traceable to that origin, but not otherwise. Damage by coal dust when not mixed up with damage by sea-water is to be borne by the merchant.

In case of the goods being placed in quarantine depôt afloat or ashore previous to the final delivery to the consignee the Underwriters' risk will continue until

such final delivery, and will cover risk of boats to and from such depôt.

In case of blockade the Underwriters are understood to cover the voyage to the port of discharge selected by the Captain as fully and effectually as to the port of discharge named in the policy, their liability ending with the landing of the goods at the former destination.

Should the voyage be extended beyond the destination named in the policy, as when the goods cannot be found, or from stress of weather cannot be landed, the Underwriters are to be entitled to receive additional premium for the extra risk incurred.

It was agreed that it was unnecessary to embody the whole of this understanding in the policy, as most of it is universally accepted by Underwriters. It is true that the legal construction of a policy of insurance would not go beyond its expressed conditions; but after a recorded declaration of the meaning attached to it by the representatives of both Merchants and Underwriters, it need hardly be feared that the latter would contest a claim which clearly fell within the scope of the declaration. The efforts of the two Committees were therefore directed to framing a clause which should embody such conditions of the Bill of Lading as were not sufficiently protected by the ordinary practice of Underwriters, and especially a deviation clause which would cover the deviations permitted in the Bill of Lading for coaling purposes, for

towing vessels in distress, and for proceeding to another port in case of blockade. The following is the clause that has been agreed upon by the two Committees to be printed on a slip and attached to the margin of the policy, when so required by the assured :—

The goods hereby insured being shipped under the Eastern Trade Bill of Lading No. , it is agreed that the terms of this policy shall apply to the following sea-perils therein referred to, in addition to such risks as are already hereby covered:

1. All deviation of voyage provided for in the said Bill of Lading, with any risk of land carriage incidental to the voyage.

2. Sailing with or without pilots; and any act, neglect or default whatsoever of Pilots, Master or Crew in the management or navigation of the ship, improper stowage excepted.

3. All risks attending the goods by reason of their discharge into, retention at, and delivery from any quarantine depôt afloat or ashore.

4. In case of the goods being carried on to a more distant port through stress of weather or because they cannot be found, the marine risk of the additional voyage as well as of the return voyage to their destined port, the assured agreeing to pay for such extra risk such premium as may be agreed upon.

The attention of your Committee has been directed to a discussion originated in the *Times* newspaper, as to the risk of fire on the dock quays, when cargo is landed there by the ship before its final delivery to the cosnignee. It seems very doubtful whether a claim for loss so caused would attach under the marine policy, the obligations of which are discharged when the goods "are safely landed." It has even been doubted whether a policy "including risk of boats," would cover the lighterage to a wharf, after the vessel had been docked, and the goods placed in the first instance on the quay. The only sufficient remedy is to introduce a special clause into policies on goods destined for London, whether issued at home or abroad, to the effect that the goods are covered, if landed in transit for delivery to the consignee, or while being conveyed by boats or craft to his warehouse. This of course would have to be a matter of special agreement in each case.

It is only requisite to add that the Committee is now dissolved, as its functions terminate with the issue of this Report.

LONDON,
18*th June* 1872.

J. MACANDREW,
Chairman of the Committee.

From the following letter and reply thereto it will be noted that the Chairman of the London Merchants' Committee was good enough to place

himself in direct communication with this Chamber on the Bill of Lading question, and that your Committee expressed their views as to the impracticability of dealing with it in the manner suggested.

It appeared to them that it would be no easy matter to introduce into the disputed form of bill of lading for merchandise shipped from Indian Ports conditions which had been so fully discussed by principals at Home, whose determination regarding them were so diametrically opposite; and your Committee preferred to leave the adjustment of the matter to the ordinary influence of competition.

From the Chairman of the Committee of Merchants trading with the East to Bengal Chamber of Commerce.

London, 18*th June* 1872.

I have the honor to send you herewith by Book Post twelve copies of the "Report of the Committee of "Merchants, trading with the East, appointed to con- "sider and amend the conditions of Bills of Lading by "steamships passing through the Suez Canal" together with twelve copies of the Draft Bill of Lading appended thereto.

The Merchants of London, while desirous to see introduced the amended conditions which have been embodied in this Bill of Lading, rely on the co-operation of Merchants resident in the East, who are no less interested in the matter, to carry their purpose into effect. I request therefore that you will have the kindness to lay the documents herewith before your Chamber; and should they be approved of, to move your Chamber to take measures for practically introducing the Bill of Lading into the trade. The mode of doing so must be left to your own judgment; but the collective declaration of the Chamber adopting the Bill of Lading and recommending its general use at your port would doubtless carry great weight, and perhaps render further steps unnecessary.

In event of continued objections on the part of the Masters or Agents of Steamers, there should be no great difficulty in arranging to lay one or more Steamers on the berth for London with the announcement that the Eastern Trade Bill of Lading would be signed for shipments made by them. If these vessels were generally supported by the members of the Chamber, and support at the same time withheld from their competitors adhering to the old Bills of Lading, the exclusive use of the former ought to be speedily established. The present seems a favourable time for trying the experiment when the number of Steamers in the East is so great and much competition consequently exists among them.

In the renewed hope that this important matter will be effectually dealt with by your Chamber.

From Chamber of Commerce to the Chairman of the Committee of Merchants trading with the East, London.

Calcutta, 30th July 1872.

The Committee of the Bengal Chamber of Commerce desire me to ackowledge the receipt of your letter of the 18th ultimo, also 12 copies of Report of the Committee of Merchants, trading with the East, appointed to consider and amend the conditions of Bills of Lading by steamships passing through the Suez Canal, and 12 copies of Draft Bill of Lading.

The subject of your communication has received the most careful consideration, and the clauses in the Inward, No. 4, Bill of Lading, on which the Merchants' and Ship-owners' Committees were so essentially at variance, have been regarded with all the attention which their importance demanded; and it is a matter of much regret to my Committee that so material a conflict of opinion should have barred the progress which they trusted would be made towards the adoption of a form of Bill of Lading acceptable alike to ship-owners and merchants.

The merits of the question having been fully discussed by both Committees in London, and the principals having contended for their respective views with the result which you have been good enough to announce, it appears to my Committee that the prospect of succeeding with local agents by any action on the part of this Chamber collectively, or of its members individually, is too remote to justify the belief that the Bill of Lading which you advocate can be practically introduced in the Calcutta Trade.

Hereafter, probably, when competition among the canal-steamers is greater than it is at present, the question will gradually be settled; and in the meanwhile the merchants here can only so far aid the movement as to give the preference when they can to vessels that consent to use the Bill of Lading with the clauses which you have endeavoured to introduce.

Suez Canal:—Tonnage Dues.

Members of the Chamber, and especially those who are interested in traffic by vessels passing through the Suez Canal, are aware that from the 1st July last the toll levied on shipping has been largely increased, in consequence of the charge,—10 francs per ton—being calculated on *gross tonnage*, instead of on the *net register* only, as provided in the original tariff of August 1869.

This increased taxation is a material addition to the heavy expenses already incurred by the steam shipping trade engaged in commerce with the East through the Canal, but the weight of the burden will ultimately fall on the imports and exports of this country in the shape of higher freights, which shipowners will demand to cover the loss thus imposed.

The course adopted by the Suez Canal Company has created much dissatisfaction, and energetic but unavailing remonstrances have been presented against it.

By the mail of 1st November the Committee are in possession of information on this subject which they consider may be usefully incorporated in their report. They find that a communication from the Foreign Office was lately laid before the Liverpool Chamber of Commerce to the effect that the question of the recent increase of dues levied by the Canal Company was receiving the attention of the British Government, who were in correspondence with the Porte and other Powers on the subject. They also learn that in the action brought by the *Messageries Maritimes* against the Canal Company, to recover the sums

paid in excess of the original tariff charge, the decision of the Tribunal of Commerce of the Seine was pronounced in favor of the plaintiffs. This important authoritative ruling is given below, and your Committee hope it will remain undisturbed, notwithstanding notice of appeal.

TRIBUNAL OF COMMERCE OF THE SEINE.

(Present: M. Daguin, Oct. 26.)

MESSAGERIES MARITIMES *v.* THE SUEZ CANAL COMPANY.

The question in this case was as to the right of the Suez Canal Company to augment its tariff, as it had done, in virtue of a resolution which took effect on the 1st of July last. The Messageries Maritimes Company had paid the increased charges from this date under protest, and now brought an action against the Suez Canal Company to recover the sums thus disbursed, and to test the power of the Company to impose those charges. The first point considered was a protest by the defendants against the competency of the Court, on the ground that it was an Egyptian Company. That plea, however, was overruled, for the reasons that the undertaking was well known to be French, that the shares had been issued in France, and that the head-quarters of the directors were in Paris. The main point of the matter was then entered into, and the following is an extract from the judgment:—

"Whereas it appears from the documents submitted to the Tribunal that, on the 30th November 1854, His High-

ness Mahommed Said Pasha, Viceroy of Egypt, gave to his friend, Ferdinand Lesseps, exclusive power to establish and direct a public Company for the cutting of the Isthmus of Suez, the making of a passage suitable for the navigation of large ships, the foundation or the appropriation of two adequate entrances, one on the Mediterranean and the other on the Red Sea, and the formation of one or two ports; that, on the representations of M. Ferdinand Lesseps for the formation of the above-mentioned company in the manner and on the conditions generally adopted by associations of this nature, His Highness Said Pasha, by a firman, dated January 3rd 1856, stipulated in advance, in a manner more detailed and more complete, on the one hand, the charges and obligations to which this society shall be subjected; and, on the other hand, the concessions, immunities, and advantages the Company shall enjoy, as well as the facilities which shall be accorded to it for its administration: Whereas the Company of the Suez Maritime Canal, when once constituted, had for its first task the cutting of the Canal and putting it into a navigable state; that, this end attained, the Company published on August 17th 1869 a fundamental rule of navigation, of which Article 14 was thus conceived:—'The duties payable are calculated on the real tonnage of the vessel; as regards the transit dues, towing and anchorage dues, the levy shall be made in accordance with the ship's official papers: Whereas this rule remained in force until July 1st 1872; that, in fact, on March 4th 1872, the directors of the Suez Canal Company passed the following resolution :—'(1) On and after

July 1st 1872, the Suez Canal Company shall levy a special Navigation Duty of 10f. per ton of the real capacity of the vessels; (2) the gross tonnage as inscribed in the ship's papers, gauged after the method actually in use in England, shall serve as a base for this levy; ..... (5) all fixed or temporarily covered spaces not comprised in the ship's official measurement shall be gauged by the Agents of the Company according to the rule actually in force in England, and the tonnage thus obtained shall be subject to the tax. While adopting as a base for the levying of its dues the tonnage resulting from the mode of measurement according to the method indicated, the Suez Canal Company reserves the right in the future to apply any other mode of gauging which may present itself with advantages over the actual mode:' Whereas the Company of the Messageries Maritimes see in the application of the new tariff a violation of Art. 17 of the firman of the 3rd January 1856, and demand in consequence the annulment of this tariff, the re-establishment of the levy of 10f. per ton of capacity inscribed in the ship's papers, according to the mode of measurement determined by the Ordonnance of 1837; and demand, also, the reimbursement, on a return furnished by the Company, of the excess of tax which the Company has been forced to pay for their ships from the 1st July last to this date... Whereas it appears, from an examination of the tariff of the 4th March 1872, that its object is to materially modify, to the prejudice of ships passing through the Suez Canal, one of the constituent elements of the tax to be levied, and, consequently, the tax itself;... that the

new method of measurement ordered by the Suez Canal Company differs essentially from that laid down in the firman of concession, and that it is calculated to augment considerably the proceeds of the levy: Whereas it is proved that, since the 1st July, the plaintiffs have been forced to pay, under the formal reservation of their rights, the excess of the tax resulting from the new tariff: And whereas, under these circumstances, the Tribunal declares that the plaint of the Compagnie des Messageries Maritimes is well founded in its conclusions:—It is therefore the opinion of the Tribunal that the Suez Canal Company, by its resolution of the 4th March 1872, declaring a modification of the tax to be levied as a special Navigation Duty on ships using the Suez Canal, is entirely in the wrong: That in consequence the tax to be paid by the plaintiffs as a special Navigation Duty remains fixed at 10f. per ton of capacity, according to the mode of measurement determined by the Ordonnance of 1837. The Tribunal certifies that the Compagnie des Messageries Maritimes has declared the new tax only to have been paid, reckoning from the 1st July 1872, under constraint and under protest: the Suez Canal Company is, therefore, condemned to pay and return to the plaintiffs the excess of duty they have been forced to pay on their ships from the 1st July up to the present date, with interest as fixed by law; and, considering the well-known stability of the plaintiffs, must do so at once, and without the delay which might be obtained by appeal, and, further, to pay all the costs."

Commission to enquire into the present condition of the Pilot Service and the rates of pilotage.

Early in July last the Lieutenant-Governor appointed a Commission to enquire into the above two subjects. The Committee consisted of the Collector of Customs, the Officiating Master Attendant, Mr. Noakes (Branch Pilot) and the President of the Chamber. There were two points submitted to their consideration; 1st, to report upon the number of running pilots required for the service of the Hooghly under the present altered circumstances of the shipping of the port; and 2nd, whether, under these altered circumstances, the pilotage charges settled in 1854 could not fairly be reduced now or at some future time.

The report of the Commission has been sent in to Government and is now under consideration by the Lieutenant-Governor: it will, no doubt, be duly published, with his orders on the subject.

During the discussion of this matter, it appeared to the President of the Chamber as Member of the Committee that no satisfactory decision

could be come to on the second question, without a thorough scrutiny of the accounts. Such scrutiny was held by the majority of the Commission as beyond their province, but the Committee of the Chamber have taken up the matter and obtained from Government sanction for full details being given them. These details have only been received within the last few days and are not yet examined. The Chamber may be assured that these accounts will be subjected to the most searching investigation in the power of the Committee with the view of relieving, if possible, the shipping frequenting the port of some part of the heavy expense to which they are now put.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 29th August 1872.

The Officiating Master Attendant presented to the Committee, lately appointed to enquire into the question of existing rules of pilotage, the accounts of the *pilotage* and *port* for the past year 1871-72, and I am directed by the Committee of the Chamber of Commerce to ask the favor of a copy of these accounts being furnished to them.

As the figures were simply the totals of each head of

receipt and expenditure, the Committee of the Chamber will be glad if His Honor the Lieutenant-Governor will allow them to call for such details as may appear necessary to enable them to arrive at a correct estimate of the working of these two important accounts.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 25th September 1872.

The Committee of the Chamber of Commerce instruct me to submit their request to be furnished with a copy of the report lately presented to the Government of Bengal by the Committee appointed to inquire into the subject of pilotage; the question is of much interest to the commercial public, and the Chamber will be glad if His Honor the Lieutenant-Governor will be pleased to comply with this application.

I am at the same time to renew the request contained in my letter of 29th ultimo for details of the port and pilotage accounts which were laid before the Committee of Enquiry already referred to, as well as for any supplementary accounts that may have reached the Government for the past or current year.

Survey of Steam Vessels.

Under the provisions of Bengal Council Act V of 1862 steamers are liable to be surveyed

twice in every year, the certificates of survey being in force for six months: the same rule applies under Act II of 1864 of the Government of Bombay: and the Board of Trade, London, also grants certificates limited to the same period.

It appears, however, from a representation made to the Government of Bombay by the owners of or agents for steamers visiting that port that notwithstanding the currency of the certificates issued in London or Calcutta vessels are subjected to the delay and expense of fresh surveys and fresh certificates; and against this an appeal has been made by the steam shipping interest there, who are of opinion that during the currency of a six months' certificate, whatever voyages may be made in the interval, no fresh survey should be made, and that the certificates granted in London, Bombay or Calcutta should be allowed to have in any Indian Port their full currency and be officially recognised, thereby avoiding the trouble and expense of unnecessary surveys.

The Government of Bengal having been communicated with on the subject, requested the Chamber to record its opinion, and whether it

would propose to alter the special provision of Act V so as to meet the objections urged by the Bombay firms, and in what manner and to what extent.

From the Committee's reply, given below, it will be seen that they did not think it expedient to withhold from Government the power of insisting on fresh surveys, or to change or amend the Act in question. The points urged by the Bombay firms were fully considered; but the Committee were unable to recommend any departure from the law, which, while it vests the Government with a very proper control, permits the relaxation of its provisions in such cases as may be considered entitled to exemption.

From Messrs. Stearns, Hobart and Company, Bombay, to the Chief Secretary to the Govt. of Bengal, Marine Department, Calcutta.

Bombay, 27th August 1872.

We have the honor to enclose herewith, for the information of His Honor the Lieutenant-Governor of Bengal in Council, copy of a letter on the subject of surveys of steamers, which has just been forwarded to the Government of Bombay by the leading shipping firms here.

We would most respectfully, but earnestly, urge upon the attention of His Honor the Lieutenant-Governor of Bengal in Council, on the same grounds as are given in the enclosed letter, the expediency of steps being taken by His Honor the Lieutenant-Governor in Council to relieve steamers visiting Calcutta of the expense and trouble of unnecessary surveys, as required by Act V of 1862, by recognizing officially the survey certificates of the Board of Trade and of the Bombay Government.

We have every reason to believe that His Excellency the Governor of Bombay in Council will be ready to act reciprocally with the Bengal Government in this matter.

Begging that you will place this important matter before His Honor the Lieutenant-Governor of Bengal in Council at an early date.

From G. F. Henry and other leading Shipping Firms at Bombay, to the Chief Secretary to the Govt. of Bombay, Marine Department.

Bombay, 6th August 1872.

We, the undersigned owners or agents of steamers visiting this port, beg that you will call the attention of His Excellency in Council to the inconvenience and expense to which steamers are liable under the provisions of Act II of 1864.

At the time the said Act was passed no objection could

reasonably be made to it, as no steamers came here except for the purpose of trading regularly between this and other ports of the east ; a periodical survey of such steamers was not only reasonable but necessary for the safety of passengers and cargo.

The opening of the Suez Canal has, however, completely changed the circumstances under which steamers visit Bombay ; they arrive here now with a Board of Trade certificate still in force, and can return to England before the expiry of the time for which that certificate was given : it is not impossible for a steamer to make two trips between England and Bombay within the six months during which the Board of Trade certificate remains in force, or to visit and load at Calcutta as well as Bombay and other ports without exceeding the time.

Under Act II of 1864, a steamer leaving Liverpool with a Board of Trade certificate to be in force for six months, and arriving in Bombay in 30 days, can be subjected to the delay and expense of a survey by the Bombay authorities, although returning direct to England,—a round voyage which may not occupy half the time for which the Board of Trade certificate is granted, or if having come from Calcutta, and arriving here with both a Board of Trade certificate and a Calcutta certificate, which is required by the Calcutta authorities under Act V of 1862 of the Legislative Council of Bengal,—she can be subjected, under the provisions of the said Bombay Act, to the expense and delay of a third survey and a

third certificate, and all within a period of two months, though each certificate purports to be in force for six months.

We would respectfully remind His Excellency in Council that a proper survey not only causes a steamer the expense of the survey fees, but also great inconvenience, as it requires not less than six days' time of the whole engine-room staff to prepare the engines and boilers for a proper survey, and afterwards put them again in working order; it therefore deprives the steamer of the services of its men during that time—services which should be employed for the cleaning and repairing which are always necessary to a steamer's machinery during her short stay in port.

We would also respectfully remind His Excellency in Council that what we ask from Government will not deprive the surveyors appointed of any fees, which were anticipated at the time of the passing of the Act; the opening of the canal, and the large quantity of steam tonnage now coming to the port, not having been foreseen.

We beg, therefore, most respectfully to ask that His Excellency in Council will be willing to take the necessary measures by an order of His Excellency in Council, or by passing an Act supplementary to Act II of 1864, or by any other course which may seem best, to give an official recognition to the survey certificates of the Board of Trade and to those of the Government of

Bengal, and to allow such certificates to have the same value and force in the ports and waters of the Presidency of Bombay as is possessed by the certificates furnished by the surveyors appointed by the Bombay Government.

We would respectfully remind His Excellency in Council that such a measure will not in any way restrict His Excellency in Council from guarding the safety of passengers and cargo under the special circumstances provided for by Clause 13 of Act II of 1864.

Begging that you will lay this matter before His Excellency in Council at an early date.

From Chamber of Commerce to Government of Bengal.

Calcutta, 24th October 1872.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 3428 of 25th ultimo, handing copies of letters from Bombay regarding the exemption from a fresh survey of steam vessels on their return voyage, and requesting an opinion as to its application to this port and the necessary change in the law.

In reply I am instructed to inform you that in the opinion of the Committee no change or amendment of Act V of 1862 is required; nor do they think that the

power of insisting on fresh survey should be withheld from Government.

It is true that a steam vessel leaving London or Liverpool begins her voyage with a Board of Trade certificate holding good for six months, and that she makes the voyage to Bombay or Calcutta in a few weeks: and under ordinary circumstances it seems hard that she should be subjected to the delay, inconvenience and expense of a second survey within so short a period; and the same remark applies in a stronger degree to vessels proceeding with a Calcutta certificate to Bombay, and *vice versâ*.

Giving full weight however to this argument the Committee are not prepared to advise any change in the law, and are of opinion that the power possessed by Government of ordering the survey of any vessel—no matter what previous certificates she holds—cannot be removed without serious risk and danger.

It is quite possible—and the Committee have one pertinent case in view—that a steamer, though leaving England with her machinery in good order and protected by a Board of Trade certificate for six months, may on her voyage to India encounter such weather or meet with such an accident as to render a fresh survey not only a matter of expediency, but of actual duty on the part of Government.

In the majority of cases the Committee are of opinion

that no fresh survey will be needed, but they are unwilling to remove the very wholesome check imposed by the Act of compelling a steamer, under heavy penalty, to have her machinery examined carefully and a fresh certificate granted.

The Act as it now stands (Section 7) gives the Government the right of selecting such steamers as they may choose for survey; and the Committee think that instructions to the marine authorities as to the system of selection would meet all the requirements of the case.

If a steamer has made an ordinary passage from England, or any other port, both as regards weather and time occupied, she might be exempted from fresh survey. If, on the other hand, she has met with exceptionally bad weather, or any entry in her log leads to suspicion of damage to her machinery, she should be surveyed notwithstanding the certificate from the Board of Trade.

Beyond this, which they believe will give all the relief needed to the complaints of hardship, the Committee would not advise further relaxation of what they cannot but consider a very salutary law.

Examination of Engineers of the Mercantile Marine.

This subject was brought to the notice of the Government of India by the Bombay Govern-

ment, and was sent on to your Committee for an expression of their opinion by the Government of Bengal. It appears that the trade of Bombay is not protected by a local Act as that of Calcutta, and the introduction into the new Indian Shipping Bill of the necessary provisions to secure a legally constituted Court for granting and withdrawing certificates of competency is therefore asked for. The enquiry made of the Chamber by Government was, 1st, as to the working of the recent rules; 2nd, whether we have all that is necessary in the way of legal enactments; and 3rd, their opinion in regard to the proposal from Bombay. The Committee were not able to afford Government any information as to the working of the recent rules, as no instances had been brought to their notice. As regards the second question, however, the Committee noticed several points that appeared to them deficient in our present law on the subject. The local Act provides that a certificate of survey may be withheld and a penalty inflicted if the Engineer in charge of a steamer be not possessed of a certificate of competency, but there is no provision made for cases where certificates of survey are not asked for, or where the Captain elects to pay the fine and to proceed to sea. The practice your Com-

mittee believe is that the survey certificate—which includes certificate of competency of Engineer—is always asked for and registered by the Customs authority at time of clearance; but they think it should be made compulsory by law, so as to afford full and adequate protection to both the passenger and merchandise traffic, and that it should not be left optional to the Master or Agent. There was also, the Committee showed, no section to insist on every ship or steamer being provided with a full and sufficient complement of certificated officers,—and that the Act should be amended so as to include this very necessary provision also. With regard to the third question, the Committee fully recognized the desirability of giving the Bombay trade the same protection enjoyed by us here, with the addition of the improvements above suggested.

These and all other alterations will, now that the new Merchant Shipping Act has been passed in England, soon engage the attention of the Government; and the Committee trust that they will all find place in the new Indian Act which has so long remained in abeyance, but which will now no doubt be brought forward in the Imperial Council.

From the Govt. of Bengal to Chamber of Commerce.

Calcutta, 1st July 1872.

I am directed to forward herewith a copy of the letters noted on the margin, and to request that the Lieutenant-Governor may be favored with the opinion of the Committee of the Chamber on the proposal of the Government of Bombay to provide for the examination of Engineers of the mercantile marine in the shipping bill now under the consideration of the Government of India.

1. Letter to Officiating Master Attendant, No. 2251, dated 1st July 1872.
2. Letter from Bombay Government, No. 568, dated 27th May 1872, and its enclosures.

From the Govt. of Bengal to Officiating Master Attendant.

Calcutta, 1st July 1872.

I am directed to forward herewith copy of a letter No. 568, dated the 27th May 1872, and its enclosurse, from the Government of Bombay, in which it is proposed that provision be made for the examination of engineers in the new shipping bill now under the consideration of the Government of India.

2. It will be seen that the Government of Bombay requires—

(1.) A legally constituted court or authority for granting certificates of competency to engineers.

(2.) A similar authority for withdrawing or cancelling such certificates.

3. The Bengal Act I of 1868 provides for examining and granting certificates to engineers, and recently rules have been issued under the orders of the Lieutenant-Governor as to the subjects of examination and form of certificate. Nothing, however, is said as to who are to be the examiners. The same Act provides for the withdrawal or suspension of our own local certificates, while Act XV of 1863 of the Indian legislature provides for the withdrawal of a certificate issued by the Board of Trade, by a court of law, but not (Section 8) by the local Government.

4. It would thus appear that we are sufficiently provided for so far as enactments go. Before, however, replying to the reference from Bombay, His Honor would wish to be favored with information on the following points—

(1.) How the recent rules work, if action has been taken under them,

(2.) Whether we have already all that we want in the way of legal provisions.

(3.) What you would suggest in regard to the proposal from the Bombay Government.

5. His Honor desires that a reply may be furnished in one month's time.

Endorsed by the Govt. of India, Marine Department.

Calcutta, 18th June 1872.

Forwarded* to the Secretary to the Government of Bengal for the early opinion of the Hon'ble the Lieutenant-Governor on the proposal.

* With enclosures.

Return requested.

From Secretary to Government of Bombay to the Secretary to the Government of India, Marine Department.

Bombay Castle, 27th May 1872.

In forwarding, with reference to paragraph 3 of your letter No. 390, dated 15th April 1863, the accompanying copy of papers as per margin, on the subject of the examination of engineers of the Mercantile Marine, I am desired to state that His Excellency the Governor in Council considers the measure proposed to be urgently needed, and recommends that the necessary provisions on the subject may be introduced into the new Indian Shipping Bill, which is now under the consideration of the Legistive Council of India.

Letters from the Shipping Master, Nos. 117 and 119, dated 26th and 28th February 1872.
Report by the Superintendent of Marine, No. 113, dated 8th March 1872.
Letter from the Shipping Master, No. 166, dated 21st March 1872.
Report by the Government Solicitor, No. 404, dated 10th April 1872.

From Shipping Master to Secretary to the Government, Marine Dpartment.

Bombay, 26th February 1872.

I have the honor respectfully to request you will be pleased to bring the following subject to the notice of Government for consideration. :—

In view to protect the interests of the mercantile community and the more effectually to provide for the safety of the numerous passengers proceeding in the steam vessels engaged in the coasting trade as also plying between this and other ports in the Red Sea, Persian Gulf, &c., &c., (which are yearly increasing in numbers and size), I would strongly urge the necessity that now exists for Government to direct that the provisions of an Act to amend the Merchant Shipping Act, 1854, published in the supplement to the Bombay *Government Gazette*, 27th November 1862, relative to the qualifications of engineers serving in the Mercantile Marine, be strictly complied with. I consider this step the more advisable from the fact that latterly steam has become almost the sole propelling power on board vessels, thus necessarily throwing far more responsibility than formerly, and placing greater power in the hands of those in charge of the engines,—a power which if exercised without discretion by an incompetent person would, I submit, be fraught with the most disastrous results.

Should Government be pleased to concur with the opinion I hold relative to Mercantile Marine Engineers, sailing from this port being compelled to possess certificates of competency,

I shall have the honor of taking such steps as may be necessary to give early effect to any instructions issued for my guidance, in terms of the Amendment Act above quoted.

I would, in conclusion, beg respectfully to submit that the Assistant Chief Engineer of H. M.'s Dockyard, Mr. MacArthur, be associated (subject to the approval of the Superintendent of Marine) with the present local Marine Board of Examiners as an extra member, with power to examine and recommend Government to grant certificates of competency to such engineers as may be found qualified.

From Shipping Master to the Secretary to the Government, Marine Department.

Bombay, 28th February 1872.

In continuation of my letter No. 117, dated 26th February 1872, and in supersession of the last paragraph thereof, I have the honor respectfully to suggest that in terms of clause 10 of Act No. 1 of 1859 of Legislative Council of India (and with the approval of the Superintendent of Marine) the undermentioned officers be appointed a committee to examine engineers touching their qualifications to serve in that capacity on board vessels of the Mercantile Marine.

President.—Lieutenant H. Morland, Assistant Resident Transport Officer.

Member.—Mr. MacArthur, Assistant Chief Engineer, Her Majesty's Dockyard.

In respectfully submitting this suggestion for the consideration of Government, I may be permitted to observe that, in my opinion, Lieutenant Morland is eminently suited for the office of president of such a committee from the fact that he possesses qualifying certificates in theoretical as well as practical steam engineering.

I would further beg to add that no expense will be entailed on Government in connection with the appointment of the Board referred to, the examiners being remunerated by the fees specified in table B of Amendment Act, dated 29th July 1862, and published in the Supplement to the Bombay *Government Gazette* of 27th November 1862.

Report by the Superintendent of Marine, No. 113, *dated 8th March* 1872.

Undersigned presents compliments.

The suggestion made by the Shipping Master is a good one, and the measure proposed very necessary.

The gentlemen proposed as the committee are well suited for the duty, and I would extend their functions to such officers of the Mercantile Marine, who desire to take out certificates of competency in steam—as well as to engines—required by the Act.

From Shipping Master to the Secretary to the Government, Marine Department.

Bombay, 21st March 1872.

In reference to memorandum No. 468 by Secretary to

Government, Marine Department, dated 15th March, I have the honor to state in reply that the Board of Examiners appointed for the examination of masters and mates in the Mercantile Marine in terms of the Merchant Shipping Act, 1854, and Acts of 1859 stands at present as follows :—

President.	*Vacant.*
Examiner in Navigation and Seamanship, Government Member.	Mr. W. G. Corke.
Examiner in Stowage Bills, Protests, &c., &c., representing the Mercantile interests.	Mr. F. Blackmore.

Those gentlemen are, I understand, on calling in to their assistance an engineer, empowered to examine and pass in steam, if found qualified masters and mates in the merchant service, but this examination it must be borne in mind is but a superficial one, confined to simply a practical knowledge of the use and working of the steam engine, and touches but very lightly on the amount of knowledge, ability, and qualifications requiring to be possessed by competent marine engineers.

The question of the appointment of a Board of Examiners on marine engineers appears from correspondence in this office to have arisen as far back as 1863, and on the matter having been referred to the Government of India, it was stated by the Secretary of that Government in his letter No. 390, dated 15th April 1863, set forth in Government Resolution, 5th May 1863, Marine Department, No. 490, "that the suggestion was not adopted by the select committee on the above Bill (Act I of 1859) as it was thought considerable difficulty would at *present* be experienced in constituting proper or competent Board of Examiners for granting such certificates."

I would beg respectfully to submit that the difficulty above alluded to does not now exist, the necessity for such a Board being much increased since 1863, and further that the Superintendent of Marine having endorsed my opinion relative to the qualifications of the officers whose names I had in my former letter the honor of laying before Government is, I would trust, a sufficient guarantee of their fitness to be entrusted with the duties of examiners.

I would beg respectfully to point out for the consideration of Government that in terms of Clause 10 of part 3 of the Amendment Act, relative to engineers published in Supplement to *Government Gazette* of 27th November 1862, "the provisions of the Merchant Shipping Act of 1854, with respect to the certificates of competency or service of masters and mates shall apply equally to engineers' certificates, and as Sections 9, 10, 11 and 12 of Act I of 1859 has been copied, or rather abbreviated from the Home Act of 1854. I am of opinion that the clause of the Amendment Act above quoted might be held similarly applicable to the Indian Act of 1859. This is a matter, however, which might be submitted for the opinion of the Government Solicitor, which would also include that other point relative to the fees payable by applicants for examination, which is specified in the table marked (B) in the schedule of the Act to amend the Merchant Shipping Act of 1854 published in Supplement to the Bombay *Government Gazette*, dated 27th November 1862.

Report by the Solicitor to Government No. 405, dated 10th April 1872.

The proposed examination of engineers can only, in my opinion, be made effectual by legislation.

2. In the United Kingdom provision has been made for the examination of engineers, under the superintendence of the Board of Trade, by the Merchant Shipping Act Amendment Act 1862 (25 and 26 Vic., cap. 63) sections 5 to 12, which sections are to be construed with and as part of part 3 of the Merchant Shipping Act, 1854, and can, if so determined, be adapted to this country by the Legislative Council of India, under section 288 of the last named Act.

3. To make the proposed measure effectual provision should be made for subjecting engineers to the jurisdiction of Marine Courts, and for empowering the latter to cancel or suspend any certificates granted to such engineers by the authority which may be appointed for that purpose.

4. I would suggest that the correspondence should be forwarded to the Government of India with a view to the necessary provisions being introduced into the new Indian Shipping Bill, which I believe is in course of preparation.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 24th July 1872.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 2252 of the 1st instant, in which you request their opinion on the proposal of the Government of Bombay to provide for the examination of engineers of the mercantile marine in the Shipping Bill now under the consideration of the Government of India; and the following reply is submitted for the information of His Honor the Lieutenant-Governor.

The Committee apprehend that your inquiry is limited to the three points referred to in your letter to the Officiating Master Attendant.

On the 1st—"how the rules recently issued under the orders of Government as to subjects of examination and form of certificate work"—the Committee are not in a position to inform His Honor, as the subject has not been brought under their notice, and they are not aware of any instances to which they could direct attention as to the operation of the rules in question.

On the 2nd point—"whether the Government of Bengal has already all that is wanted in the way of legal provisions"—the Committee are of opinion that the local Act I of 1868 does not go sufficiently far in respect of competency of engineers and sufficiency of certificated officers. Sections 11 and 12 are stringent enough with regard to the withholding of *Certificates of Survey* and to the penal consequences resulting from an engineer in charge of a steamer not possessing a certificate of competency or a certificate of service; but in cases where certificates of survey are not demanded by the Master or Owner, or where the Master or Owner may elect to bear the penalty, the Act does not afford adequate protection to passenger and merchandise traffic; and for this reason it is submitted that a *compulsory* clause should be added similar in its provisions to Section 112 of the Bill now before the Government of India and which conforms to Section 10 of the Rules in the Merchant Shipping Act Amendment Act 1862, that is to say—that no vessel exceeding a certain tonnage shall be permitted to go to sea unless the survey certificate and competency and service certificates of all her principal officers shall

have been duly registered by the Shipping Master or Collector of Customs at time of application for port clearance. The Committee believe this is the rule in practice, but they submit that it should be made compulsory by legal enactment.

Then as regards insufficiency of certificated officers, the Committee are of opinion that the local Act should contain a clause embodying the provisions of the above-mentioned Section of the Indian Shipping Bill or conditions somewhat similar thereto, and that no ship or steam vessel should be allowed to go to sea without a full and sufficient complement of certificated officers and engineers, the number to be determined by the Master Attendant or some officer authorised by Government to settle this, or in the case of foreign going ships that the rules laid down by the Board of Trade or provisions of Acts of Parliament in force at the time be duly enforced.

In the 3rd paragraph of your letter to the Officiating Master Attendant relating to the same subject it is stated that the Act is silent "as to who are to be the examiners": but it appears to the Committee that the necessary provision in this respect is to be found in the VIII Section which authorises the Lieutenant-Governor or any Board or officer duly authorised by him in that behalf to nominate competent persons for the purpose of examining applicants.

On the 3rd point—"suggestion in regard to the proposal from the Government of Bombay"—the Committee are of opinion that having in view the urgent need of the measure recommended by that Government, it would be desirable to pass a short local Act for that Presidency—similar to Bengal Council Act I of 1868, with the addition of the compulsory

clause already suggested—unless the provisions of Act XV of 1863 (Government of India) are held sufficient for the purpose.

This course is recommended because the Indian Shipping Bill under consideration of the Supreme Government will probably stand over till Parliament has amended the Imperial Statutes relative to Merchant Shipping; and considerable delay is likely to be caused before the Bill passes to the final stage of receiving the assent of the Governor General.

Amendment of the Indian Shipping Act and change in the constitution of Marine Courts of Enquiry.

This subject has twice before engaged the attention of the Committee, and has again come before them during the last half-year. The collision between the *Khedive* and the *Aral* was attended with so lamentable loss of property, and at one time it was feared of life also, that His Honor the Lieutenant-Governor desired to institute a more than usually searching enquiry into the cause. The Act under which the Government appoints a Committee limits its constitution to *two members only*, one of whom must be a magistrate and the other may be one conversant with maritime affairs; but His Honor, in order to enlarge the efficiency of the Court, wished for

two informal assessors to sit on the Committee and assist in the enquiry, and the Committee of the Chamber were asked to name one member. The late President, the Hon'ble Mr. Bullen Smith, was kind enough to undertake the duty.

The Committee of the Chamber had on previous occasions brought to the notice of the Government the insufficient constitution of the Court, and they took this opportunity of again urging an enlargement of its number and recommending the introduction into the Bengal Council of a short amending Act, giving the Government power to appoint *two or more* members. They also again expressed their opinion that an enquiry on the spot into the cause of any wreck or accident *on the Coast* should be only preliminary to a fuller and more searching investigation by a tribunal at the nearest Presidency town, composed of competent legal and nautical assessors. To this communication your Committee have as yet received no reply, all alterations in Marine Acts having been kept back till the passing by Parliament of the new Merchant Shipping Act. This Act has now been passed and the Committee will probably soon be informed of the intentions of the Government on the subject.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 24th August 1872.

The Committee of the Chamber of Commerce desire me to submit for the consideration of the Hon'ble the Lieutenant-Governor the following remarks relative to a provision of the Indian Shipping Act which in their judgment requires to be amended.

The subject has already been discussed, but special circumstances very recently brought under the Committee's notice render a further communication necessary.

Your letter No. 19 of 4th January last forwarded, for the Chamber's information, correspondence relating to a proposal made by the Madras Chamber for amending the existing law in respect to the constitution of Marine Courts appointed under Section 100 of Act I of 1859 for the purpose of enquiring into wrecks and shipping casualties ; and in their reply, dated the 29th idem, the Committee expressed their opinion that it was undoubtedly expedient to amend the said Section and recommended an enlargement of the Court, and that an enquiry by a Court at any sea port or place distant from a Presidency town should be only preliminary to an investigation by a tribunal composed of competent legal and nautical assessors to be held at the latter place. Their reasons for such amendment were recorded on a previous occasion—25th September 1867—and subse-

quently repeated, *viz*: that an investigation by two persons, one a magistrate and the other any person cognizant with maritime affairs, did not constitute an enquiry by a sufficiently competent tribunal, as it would be unequal to the conduct of cases which usually involve difficulties of a peculiar character upon which persons thoroughly conversant with ships and shipping could alone come to any satisfactory decision. The disastrous collision last week between the steamers *Khedive* and *Aral*—the latter vessel being sunk within a quarter of an hour after the accident—forms the subject of investigation by a Court of Enquiry assembled by order of the Lieutenant-Governor; and it is with reference to the peculiar constitution of that Court that the Committee consider it essentially necessary to address the Government a third time.

The Lieutenant-Governor was of opinion that the case demanded the strictest inquiry, and that a Court larger than that which the law sanctions should be held for the purpose. His Honor therefore in addition to the Magistrate and Master Attendant—who alone could legally constitute the Court—invited the attendance of a competent Merchant and a Member of the Port Commission to act in the capacity of informal assessors: and by a tribunal thus constituted the investigation is now being conducted.

In the insufficiency of a Court limited by the 100 Section of Act I of 1859 to two persons only the Committee of the Chamber entirely concur with the Lieutenant-Go-

vernor, and His Honor's desire to enlarge the Court by admitting two informal assessors in order to afford the greatest aid in prosecuting the inquiry confirms the views already expressed by the Chamber as to the expediency of amending the provision of the law which confines the constitution of the Marine Court within such narrow limits.

The position of these informal assessors in the enquiry now pending or in any future similar enquiry is so anomalous, and the defect in the law apparently so easy of remedy, that the Committee beg again to press on the local Government the need of a short enactment, which they think will fully meet this want, viz, that, instead of confining the powers of Government to the appointment of only two members, it shall be lawful for them to nominate "two *or more* persons." This would enable the Government to regulate the strength of the Court according to the nature or exigency of each case.

The Committee are aware that further alterations in the Act in question have been suggested to the Government, but that all amendments have been postponed pending the passing of the new Merchant Seamen's Act by Parliament. The alteration now suggested appears to the Committee to be so urgently needed that they hope the Lieutenant.-Governor may order the introduction into the Bengal Council of a short amending Act accordingly.

From Govt. of Begnal to Chamber of Commerce.

Calcutta, 20th September 1872.

I am directed to acknowledge the receipt of your letter of the 24th August, and in reply to state, for the information of the Committee of the Chamber, that it has been forwarded to the Government of India for consideration, in connection with the recommendation already made by this Government for such a change in the constitution of Courts of Enquiry under Section 100 of Act I of 1859, as that advocated by the Chamber.

2. The Lieutenant-Governor at the same time desires me to communicate to you his thanks for the letter under acknowledgment.

Enquiry into cases of collisions and wrecks in Rivers and Pilot-water.

The report of the Committee appointed to enquire into the cause of the collision between the *Khedive* and *Aral* has already been published in the *Calcutta Gazette*, together with the orders of Government thereon. The Committee were not able fully to arrive at the facts, owing to the absence of material witnesses on board the *Khedive*, who are not expected back in India till January next. In

this case the *Khedive* proceeded to sea before the investigation began ; on a previous occasion however the out-going steamer was recalled to Calcutta, but the owners questioned the power of Government to take the action they did. As there seems to be an absence of specific law on the subject, the Government requested the opinion of the Chamber as to the advisability, in the interests of the port and shipping of Calcutta, of investing the Local Government, or some other authority, with summary power to stop a colliding vessel from proceeding to sea, unless she leaves behind her the most important witnesses of the collision.

After a careful consideration of the matter your Committee thought that though a full and searching enquiry into all cases of collision was not only desirable but also an imperative duty on the part of Government, yet that the same object might be attained without giving such summary authority to the Government here as is not accorded in England, and that no ship should be exposed to the unnecessary risk of returning to Calcutta through dangerous and difficult navigation and be subjected to expense by detention. They have therefore proposed to Government

that as soon as an accident occurs the pilot shall at once report or telegraph it to the Master Attendant and proceed to the nearest safe anchorage, remaining there for 48 hours; that a standing Committee, to consist of a stipendiary Magistrate or an Assistant Master Attendant, or both, shall be appointed to conduct a preliminary investigation on oath. On receipt of the pilot's report or telegram the Master Attendant shall at once arrange for the Committee to proceed to the ship, with a new pilot; the Committee shall then take on oath all the requisite evidence which shall be admissible at the subsequent and fuller tribunal to be thereafter assembled. This plan your Committee believe will ensure the fullest scrutiny into the cause of the accident, with the least possible inconvenience, expense or danger to the ship; and our practice will also assimilate with that in England.

The subject is still under the consideration of Government.

During the discussion of this matter two objections to the existing Act became apparent. The Act as it now stands has reference only to accidents *on or near the coast*, and if *elsewhere* only to *vessels bearing an Indian Register*; and it is not therefore applicable to accidents in

pilot-water to vessels with an *English Register.* These objections have been pointed out to Government, and, instead of the amending Act mentioned above, your Committee recommended that an entirely new Act should be passed to meet such cases.

From Govt. of Bengal to the Chamber of Commerce.

Rhotas, 16th September 1872.

I am directed to request that you will be good enough to favor the Lieutenant-Governor with an expression of your opinion upon the following important question regarding collisions of steamers and vessels in the River Hooghly.

2. During the last few months we have had two very serious collisions, in which two steamers with all their cargo were, more or less, totally lost. In the one case, the out-going steamer was stopped from proceeding to sea until an inquiry had been made into the cause of the collision; but the owners questioned the power of the Government to take the action they did, and there seems to be an absence of specific law on the subject. In the other case, the out-going steamer was carrying the mails and proceeded to sea,—one result being that the inquiry into the collision, though conducted with the aid of specially competent assessors, produced no satisfactory result. The Commissioners conducting the inquiry stating that they

were unable fully to arrive at the facts owing to the absence of the chief actors.

3. It is, perhaps, quite unnecessary for the Lieutenant-Governor to dwell upon the importance of very early inquiry, in the presence of the officers of both vessels, into collisions of this kind. In a river like the Hooghly, where collisions are unhappily not infrequent, and where the out-going steamer generally gets the best of the collision, there must be a very strong temptation to the Captain of the out-going steamer to continue his voyage without waiting for inquiry. As matters at present stand, it seems doubtful whether any authority, except the Admiralty Court (in Calcutta the High Court), has legal power to stop a vessel, though of course a Magistrate's warrant, if duly served, can compel the officers of an out-going steamer to come on shore and attend the inquiry. It is generally impossible to put the Admiralty Court in motion with sufficient promptness to stop the out-going steamer before she leaves the river. The question then is, whether it is advisable, in the interest of the port and shipping of Calcutta, to give to the local Government or to any other authority summary power to stop a vessel which has run down another from going to sea, unless she leaves behind her the most important witnesses of the collision. The Government of India, before moving the legislature to sanction an exceptional power of this kind, wishes that the views of the representatives of the shipping interest in Calcutta should be ascertained. I am, therefore, to ask that, after considering the full bearings

of the question, you will favor this Government with your opinion, whether the interest of the port require that some such power of stopping vessels in the Hooghly be vested in the Lieutenant-Governor or in some other authority; and if so, under what restrictions and conditions ought that power, in your opinion, to be exercised.

From Chamber of Commerce to Government of Bengal.

Calcutta, 30th October 1872.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 69T. of the 16th ultimo enquiring whether, and under what restrictions, the Committee would recommend power being granted to the Local Government to recall a colliding ship to Calcutta and detain her here pending full judicial enquiry.

The Committee instruct me, in reply, to say that cases of serious collision, where alone any decided interference on the part of Government is needed, are fortunately of rare occurrence, and they do not see any reason in such exceptional cases, and simply for the purpose of enquiry, to grant the executive in this country powers not possessed by the Government at home. It is also a question whether the protection afforded to a ship having an English Register, by the provisions of the Merchant Shipping Act, would not effectually stop any proceedings that might be at variance with that Act

where there is certainly no mention of recall or detention. Section 288 gives the Indian legislatures power to extend the provisions of part 3 to all British ships "registered at, trading with or being at any place within, their respective jurisdictions"; any acts of the local legislatures must be in accordance with these provisions. The Act of the Bengal Council Act I of 1859 was framed in accordance with this Section, and there is in it no mention of the power now sought

On a previous occasion the Committee had to point out an addition that might with advantage be made to the present Act; and they would now mention an objection, brought to their notice, as to the application of the Act to the late accident between the *Khedive* and *Aral*, and the constitution of the Committee of Enquiry thereon. Section 100 especially limits the action of Government to wrecks and collisions, *on or near the coast*, not *in rivers or Pilot-water*, and the paragraph, which apparently extends this action to collisions "elsewere," is strictly confined to accidents to or by vessels bearing an *Indian* Register.

Though the Committee object to the recall of a ship, they think the Government should have the means of obtaining a full enquiry into all serious cases of collision. Instead of correcting the present Act the Committee recommend its being allowed to stand, and to be applicable to the cases to which its original action was intended to be confined, and that a new Act be introduced into the

Council to apply to cases of collision and wrecks in *rivers or Pilot-water.*

Such enquiry in England is conducted under rules issued by the Trinity House or Board of Trade, many of which, however, they believe could not be conveniently applied to the altered circumstances in this country. They would propose therefore that certain rules of procedure be laid down as closely as possible assimilating to the rule at home, and that these be incorporated in, and form part of, the proposed new Act.

The rule in England is that the Commander or Pilot of a vessel causing, or meeting with, an accident, shall immediately report the same to the Trinity House or Board of Trade, and shall then proceed to the nearest safe anchorage, where duly appointed officers shall at once take evidence as to the circumstances; such evidence to be on oath and be admissible in a Court of Law, or Naval Court, to be afterwards held. In England there are officers duly appointed by these two Bodies at every port and all the anchoring places in Pilot-waters, so that no delay takes place in collecting evidence for the trial, nor is there any necessity to recall a ship to her port of departure.

This exact course cannot be followed here; but there does not seem any reason why a vessel should be exposed to the serious risk of coming back to Calcutta through dangerous navigation and be subjected to heavy expense by the delay of detention.

The Committee of the Chamber propose that for the "duly appointed officers," a standing Committee, say one of the Masters Attendant, or a stipendiary Magistrate or both, be named, who shall at once proceed to the vessel in question and collect the necessary evidence on oath. That in the event of any accident, the Commander or Pilot shall at once telegraph the same to the Master Attendant, and shall then proceed to the nearest safe anchorage in the river, and there remain for not more than 48 hours. The Master Attendant shall, immediately on receipt of this message, send down another Pilot and arrange for the Committee to go at the same time. With two or three idle steamers of Government and several Tugs constantly available, the Committee should not be more than 24 hours after the accident in reaching the ship. The evidence could be taken, the vessel allowed to proceed on her way, and the officer or Pilot in fault be afterwards put on his trial.

That a further Naval Court, on the model of Section 261 of the Merchant Shipping Act, if necessary for the trial of Master or Mate, or a Pilot Court, if for trial of Pilot or Harbour Master, be assembled as soon after as possible, and the case be fully heard; the previous evidence collected being admitted.

These provisions would be in accord with those of the Merchant Shipping Act, and would also, the Committee of the Chamber believe, secure the early, as well as full, investigation desired by Government, without at the same time

inflicting any unnecessary hardship on vessels. This will be the more apparent if the working be applied practically to the two last cases of collision,—the *Thomas Wilson* and *Ocean Chief*, and the *Aral* and *Khedive*.

In the first case the *Thomas Wilson* collided and sunk the *Ocean Chief* about Atcheepore, and proceeded to Diamond Harbour, from which place she was recalled to Calcutta, having to incur the extra risk of the passage to and back, as well as the heavy expense of five days' detention here before evidence was taken, a delay which the Committee believe would have been longer, but for the urgent appeals of the Agents for the early hearing of the case. Under the proposed plan the Pilot would, in the natural and proper way that he adopted, have proceeded to Diamond Harbour, previously telegraphing the accident to the Master Attendant. The Committee of Enquiry could easily have been down there with anothar Pilot within 24 hours of the accident, and all the evidence, that was taken in Calcutta, been obtained at once. The Committee of the Chamber believe some trial was subsequently held, but they have not been able to trace the finding of the Court.

In the case of the *Khedive* and *Aral* the benefit of the plan is still more apparent. His Honor the Lieutenant-Governor, in his earnest desire to secure a full and searching enquiry into the cause of this distressing loss of property, appointed an additionally strong Committee of Enquiry, who have however separated without being

able to come to any decision, as the important evidence of the officers of the *Khedive* was not then available. The accident occurred on the 13th of August, the *Khedive* remained three days at Diamond Harbour repairing damages, there was time enough for the new Pilot, Lapatourel, replacing the former one, Yates; and there was therefore ample time for a full and complete chain of evidence to be ready for the subsequent Court of Enquiry. Whereas now the further sifting of the case is postponed to the middle of January, and in the meantime both the Pilot of the *Khedive* and the Harbour Master of the *Aral* have been under suspension for six weeks; the former has been lately allowed to return to his duty, only in consequence of his previous high character.

The Committee of the Chamber have named the proper constitution of a Court for the trial of Masters or Mates, but they believe these cases will be so rare as scarcely to call for any legislative enactment; the proposed constitution is put forward simply as a guide to the Government in the event of their holding a different opinion. Commanders and Officers have no control or voice in the management of the ship, which is entirely under the direction of the Pilot, and it is into *his* conduct that the enquiry will virtually be made. The remark therefore that the Captain of a colliding ship has a strong temptation to proceed to sea without waiting for enquiry will not bear examination. The Captain is in no way responsible for the accident, and has therefore no more than the usual anxiety of every prudent Com-

mander to be clear as soon as possible of a dangerous river. In such rare cases the Merchant Shipping Act Section 265 provides that the report of the Naval Court, signed by the President, shall be received in evidence by the Courts at Home, or the Board of Trade, with whom the final decision rests.

Lastly the Committee think that the enquiry under the existing Act into wrecks "on or near the Coast" might be advantageously brought under the same rule, and that the preliminary enquiry under Section 100 be afterwards submitted to a Court and a legal decision arrived at, as in the case of wrecks while under Pilotage charge.

Enquiry into the wrecks which occurred during the Cyclone at the Sandheads in June 1872.

Towards the end of last June the Sandheads were visited by a cyclone which caused disastrous losses among the shipping and lamentable sacrifice of life: and on the 19th of the following month a Commission appointed by the Government of Bengal to inquire into the causes of the wreck of the ships *Omâha, Champion, Rothesay* and *Solway* proceeded to consider the circumstances which occasioned these casualties, and the result of their investigation was duly submitted to Government.

With reference to the cases of the *Rothesay* and *Champion*, both outward bound, the Commission recorded their opinion that vessels should not leave Saugor for sea in the months of June and July with threatening weather, low barometer, and every indication of an approaching gale at hand; and they recommended that a general order should be given to the officers of the Pilot service warning them against leaving Saugor anchorage at such seasons and in such weather.

The Lieutenant-Governor was pleased to submit that opinion and recommendation for the consideration of your Committee, with an expression of His Honor's own views on the subject; and the following correspondence is recorded for the information of members; who will also find, in continuation, a further reference regarding the cyclone based on the account given by the Meteorological Reporter.

That report is too voluminous to be inserted here; but the extracts which have been largely made from it will sufficiently indicate the nature of Mr. Willson's able and interesting review of the subject.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 1st August 1872.

I am directed to forward to you a copy of the papers noted in the margin, regarding certain wrecks which occurred during the recent cyclone at the Sandheads.

Proceedings of a Committee of Inquiry into the wrecks of the *Champion* and *Rothesay*, dated 11th July 1872.

2. In the cases of the *Champion* and *Rothesay*, the Committee of Inquiry found that the barometers of both vessels indicated the approach of the storm, and they were of opinion that in the face of this warning it was imprudent to proceed to sea. They recommend that a general order should be given to the officers of the Pilot service, warning them against proceeding to sea from Saugor anchorage during the months of June or July when the weather is threatening and there is already wind and a low barometer.

3. The Lieutenant-Governor would be glad to be favored with the opinion of the Chamber of Commerce on this recommendation of the Committee. His Honor himself has doubts as to the expediency of issuing such an order for we do not know for certain which are the worst cyclone months; while we believe that cyclones may occur in April, May, September and October, as well as during the months named by the Committee. It would manifestly be inexpedient thus to fetter the discretion

of masters of vessels during half the year. At the same time there is very much to be said for the Committee's view; and whatever be the result of their recommendation, it will be an advantage that the attention of masters, owners and shippers should be directed to the views of the Committee.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 16th August 1872.

The Committee of the Chamber of Commerce have had under consideration the subject of your letter No. 2705 of the 1st instant: and they desire me to state in reply that the recommendation of the Committee of Inquiry, that vessels should not leave Saugor for sea in the months of June and July with threatening weather, a low barometer and every indication of an approaching gale at hand, appears to be based on the assumption that in the event of such threatening weather terminating in a cyclone a vessel would be exposed to less danger if she remained in the well known anchorage at Saugor, more or less sheltered against an easterly gale, than if she proceeded to sea and there encountered the full violence of the hurricane and ran all the additional risks of perilous navigation at the Sandheads in such weather.

The recommendation is undoubtedly on the side of precaution and prudence, and the Committee of the Chamber

are of opinion that while it is confined to the movements of vessels in the months of June and July it might be advantageously applied in all instances of threatening weather at any time of the year.

It raises however the pertinent question whether the general order to Pilots as proposed by the Committee of Inquiry is sufficiently peremptory; a "warning" may be attended to or disregarded, according as a Pilot's judgment may influence him to act in an emergency, and he may offer justifiable reasons for either course: and with this point in view it appears to the Committee that the Pilot's responsibility and duty should be clearly defined, and, under such circumstances, his authority should be superior to that of the Commander of the vessel.

[See the evidence of the Pilot of the *Champion*—

Mr. Lindquist says—"I anticipated a cyclone, and told the Captain so. I only took the ship out in obedience to the Captain's request, and not in accordance with my own discretion; and I think I was bound to do so in obedience to the Government order.

"That order is continued in the 1st para. of Master Attendant's letter and in the words "*and pilot her out to sea whenever he may require you to do so.*"]

This may be accomplished by the authoritative action of Government in the Marine Department, positively forbidding Pilots to leave the anchorage at Saugor, or

other safe anchorage,—on the exhibition of danger signals at the several stations, and until such signals were withdrawn by orders from Calcutta.

In communication with the Meteorological Department, which should be required to furnish frequent reports—hourly or even half-hourly if necessary—the Master Attendant, or other authorised person, would have the fullest and most trustworthy information, and the prompt application of such information by that officer would result in the issue of distinct orders to the officers in charge of Telegraph stations for hoisting the necessary weather signals for the guidance of pilots.

The Committee entirely appreciate the Lieutenant-Governor's views as to the inexpediency in ordinary weather of fettering the discretion of masters of vessels; but on the other hand they are persuaded His Honor will share their belief that the risk of getting hurriedly to sea in exceptionally tempestuous weather is scarcely justified when premonitory indications of immediate or even distant danger and a comparatively secure anchorage should influence the most energetic and intrepid commander in the exercise of the responsible power with which he is entrusted. The fury of a cyclone is generally exhausted in a few hours, and a prudent man would, it is presumed, rather sacrifice that short detention of his vessel than attempt to contend with the terrible violence of the hurricane.

Meteorological Report on the Cyclone of June 1872.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 30*th September* 1872.

I am directed to forward for information a copy of a report* by Mr. W. G. Willson, late Officiating Meteorological Reporter to the Government of Bengal, and with reference to paragraphs 36, 37, 43—51, to request that the Chamber will be so good as to advise this Government as to the best mode of giving full publicity to the deductions and recommendations therein made.

* No. 414, dated 15th August 1872.

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36. *The loss of the Rothesay* furnishes an example of the danger of putting to sea in weather when the Pilot vessels must of necessity be all off their stations and down to the southward. The ship was obliged to beat about the Ridge, apparently in search of a Pilot vessel, instead of getting to sea with all possible despatch and running south out of the way of danger. The cyclone crossed the Ridge on the Sunday night, and the *Rothesay* was lost on Monday morning in Balasore Bay.

37. *The loss of the Cmaha* furnishes an example of the danger of pressing northwards, coming up the Bay with a south-westerly gale and a barometer falling rapidly. The only safe course is to keep south until the weather

improves to the northwards and until the barometer rises steadily.

43. It may be well here to draw attention to those indications of the *formation of a cyclonic vortex in the north of the Bay* and some of the laws of such storms (determined by the researches and experience of Mr. Blanford, Colonel Gastrell and others) which appear to have been specially verified by the experience of the late cyclone. These are all practical rules, and are independent of the various theories which may be set forward by different persons to attempt to account for the formation and course of a cyclone.

44. *Indications of the probable formation of a cyclone in the north of the Bay during the months of May and June :—*

I. The barometer falls steadily for some days round the north of the Bay. The fall occurs first to the south-east at Chittagong and Akyab, and afterwards at Saugor Island, Cuttack and Calcutta. The barometer at Saugor Island ranges lower than the barometer at Calcutta, (normally, at this season, it ranges higher).

II. At Calcutta the winds become light and variable from S.E. round to N.E. As the disturbance increases, masses of clouds drift from E.N.E. or N.E., and as the storm approaches, showers are frequent and the wind blows in gusts.

III. At Saugor Island the winds are at first light and variable, working round from S.E. to N.E. As the disturbance increases, and as the storm approaches, the barometer continues to fall steadily; the wind increases in force with squalls from the N.E., and masses of clouds float rapidly from the same direction. Outside there is a heavy southerly swell.

IV. At Cuttack, or False Point, the winds are at first light and variable from N.N.E., working gradually round through N. to W. and W.S.W. As the storm approaches the wind increases in force with squalls from W. and N.N.W.

V. At Chittagong the winds are light and very variable, mostly from S.E. and N.E.

VI. At Akyab the winds are at first light and saturated with moisture, mostly from S. and S.E. As the disturbance increases, the wind increases in force, and works gradually round from S.E. to S. and S.S.W.

VII. In the Bay, along and south of a line drawn from about False Point to Cheduba Island, south-westerly gales, accompanied with torrents of rain, prevail. Standing northwards the barometer falls, and rises when standing southwards.

45. Under the circumstances above specified (III), it *appears unwise for ships in a good anchorage at Saugor*

to put to sea. The great danger is that they may be caught in a cyclone before they have got sea room to avoid it. Moreover, the pilot vessels will, under the circumstances, be generally off their stations, and ships will be unable to land their pilots. It should be remembered also that generally the worst part of a cyclone is the heavy cross sea which accompanies it. In the late cyclone it was this tremendous sea, which is reported never to have been equalled in the Bay, which did such damage. It is accounted for by the long-continued gales from the S.W. This danger would be avoided by not putting to sea until the weather improved. From (VII) the following would appear to be a safe rule. *Ships coming up the Bay in the months of May and June with fresh south-westerly gales, accompanied by torrents of rian and a falling barometer, should not press northwards until the weather improves and the barometer rises steadily.*

46. I wish to draw particular attention to the following modern development of the laws of cyclonic storms. Disregard of this law may lead, and has led, to many losses at sea. "The direction of the wind, specially at a distance, is far from being at right angles to the bearing of the centre. The wind does not revolve round the vortex in circles, but along in curving spirals, differing two, three, or more points, from the tangential circular direction." For example, a ship running up the Bay with S.W. gale squalls, torrents of rain, a barometer falling rapidly, and every appearance of a cyclone, has no right to conclude that the centre bears N.W. and

that therefore a N. or N.N.E. course is a safe one. The centre, if at a distance, may bear N. or N.N.E., and a northerly course may run the ship into it, particularly as it may be then almost stationary. "The safest course seems to be to lie to and watch the barometer and wind till the bearing of the centre be known with some certainty." It must be borne in mind that before any vortex is formed, gales blow towards and round a considerable belt of low pressure. The following rule is, I think, a safe one when within the influence of a vortex To find the bearing of the centre *stand with your face to the wind and measure round to your right hand side about ten points.* In the southern hemisphere the ten points should be measured round to the left.

47. The Meteorological Reporter in Calcutta, with daily telegraphic reports of the state of the weather at Akyab, Chittagong, Saugor Island, and Cuttack (False Point would, I think, be a better station than Cuttack) will always, I think, be able to give ample warning of the probable formation of a cyclone in the north of the Bay, and in most cases some warning of the approach of storms from more southern latitudes. The telegraphic stations do not, however, extend far enough south to afford certain information of the generation of storms about the Andaman Islands. There the cyclones of the greatest violence, and those which travel furthest inland, are generally formed. Telegraphic communication with meteorological observatories at the Alguada Reef and Port Blair would, I think, enable him to give warning of the formation of the latter.

48. The experience of the late cyclone, I think, suggests that more use might be made of the information of the state of the weather from the meteorological stations, as regards warning the shipping at Saugor Island of the probable formation of a cyclone, more particularly when generated in the north of the Bay. According to experience these storms seldom travel far inland (there are some exceptions, for example, the great storm of June 3rd and 5th 1839), but they may cause great disasters to ships outward-bound.

49. I think it would be practicable to make arrangements for the exhibition of warning signals at Saugor light-house, from which they might be signalled to some of the light-ships, if considered necessary. The signals would be hoisted by orders from the Meteorological Reporter at Calcutta by telegraphic communication with Saugor light-house.

(1.) *A cautionary signal,* suppose a signal cone in the daytime, to indicate that bad weather is probable. It might then be left optional with masters and pilots whether they would put to sea or not.

(2.) *A warning signal,* a double cone in the daytime, to indicate that cyclonic vortex is probably in course of formation in the Bay. It might then be made imperative on masters and pilots not to put to sea.

(3.) *A storm signal,* a drum in the daytime, to indicate that a vortex has been formed and is probably approaching.

During the night coloured lights to correspond to these signals should be hoisted.

50. I do not know anything, however, about the safety of the anchorage at Saugor Island. It is a question for those who are qualified to give an opinion to consider whether it would, in all cases, be safer to ride out the storm at Saugor, or put to sea at once, if there was time, especially in the case of the more violent storms which come up from the Andaman Islands, and whether it is expedient to fetter the discretion of masters and pilots at all in the matter. The signals, however, might be hoisted in any case. The ships that put to sea before the late cyclone, and which were lost in it, would have been probably saved had they remained at Saugor; but I cannot say that such would always be the case.

51. Signals corresponding to those which I have recommended for Saugor Island light-house might also be hoisted, under similar circumstances, for the shipping in Calcutta. At all events, before the next cyclone period comes round, it would be well to arrange for night signals for the shipping to correspond to the signals adopted by the Meteorological Committee (No. 296, from the Secretary to the Meteorological Committee to the Junior Secretary to the Government of Bengal, Fort William, the 18th December 1867). There is at present, as I understand, only one night signal, and it corresponds to the *drum*, which is the storm signal, indicating that a cyclone is imminent, while the warning signal, the

double cone, does not indicate the actual approach of a storm, but only that the state of the weather is such that there may be a storm. There seems to be a good deal of misconception about the meanings of these signals.

W. G. WILLSON.

August 15th, 1872.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 30th October 1872.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3514 of 30th ultimo, forwarding copy of a Meteorological Report on the cyclone of last June.

The Committee have read that valuable report with much interest, and are of opinion that the widest publicity should be given to it by placing *entire* copies in the possession of the Government of all foreign countries whence vessels visit this port, as well as in the hands of the Consular Representatives of Great Britain in those places; of the Trinity House and Board of Trade, London; the authorities at the Cape, Mauritius, China and the Australian Colonies, and all ports and places where British and other shipping resorts for trade with the east.

The report contains an amount of elaborate and carefully considered information which would be largely appre-

ciated by ship-masters generally, as well as by those whose duty and interest is to deal with meteorological observations and the study and development of the law of storms and violent atmospheric changes in the Indian seas; and it would be desirable to draw the special attention of the Pilot service of this port to the practical recommendations which the report suggests.

There are some points, however, which have attracted the special consideration of the Committee, regarding which they would make a few remarks.

In the 5th paragraph it is stated that reports were received from Akyab and Chittagong announcing a sudden fall of the barometer, and the weather in the Bay was considered "very threatening."

At this most critical time however, when reports of the weather were anxiously looked for from the sea-face, "the line to Saugor was closed," and "after some delay and difficulty" a report was obtained from Cuttack. This interruption of communication with the furthest river telegraph station, the efficient working of which is of such vital importance at such a juncture, and indeed of essential necessity at all times, suggests the expediency of securing the safety and freedom from all obstructions of a line upon the continuous working of which so much depends. The reason of the line being closed is not given; but the probable cause would be found in the fall of the posts or standards supporting the wires, or the

breaking of the wires. To these accidents the line must always be liable so long as the wires are so conducted, and the only perfect and permanent remedy lies in the line being carried under ground, and constructed in such a manner as to place it beyond the danger of interruption from the earth being washed away and other causes which the Telegraph Department will readily understand and can effectually cope with.

Paragraph 10 discloses a very tardy delivery of telegrams, the 11 and 12 o'clock messages being received in about 4½ and 3½ hours respectively; the consequence was that the warning signals were not hoisted till late in the afternoon, much time being thus lost and the necessary signals materially delayed. In special instances of exceptionally dangerous weather more activity should be exercised, and the attention of the Signalling Department of the Telegraph Office directed to the most expeditious despatch and delivery of such important reports.

Paragraph 22 informs the Committee, greatly to their surprise, that "the Pilot Brigs do not seem to possess chronometers, and, once they leave their stations, which they all did in the late storm and went southwards, have to trust to any stray ship they may come across to give them their latitude and longitude." That Pilot vessels stationed at the Sand Heads for the special purpose of giving ready help to merchant shipping should be unfurnished with such indispensable instruments as Chronometers appears incomprehensible, and involves the

remarkable anomaly of vessels which are anxiously looked for, specially in tempestuous weather, being themselves dependent for a knowledge of their position at sea upon any stray vessel they may fortunately fall in with.

It is scarcely necessary to add that the Committee trust the Government will not fail to notice this material want, and to direct their Pilot vessels being supplied with the means of accurately determining their own true position and thus affording information to vessels in distress and in need of trustworthy data for their guidance.

Paragraph 47 points to the expediency of extending telegraphic communication to the Andaman Islands in order to obtain certain information from that quarter, where, the report affirms, cyclones of the greatest violence are generally formed. Such an extension would be, obviously, of the highest service, and His Honor the Lieut.-Governor will probably take this into consideration when reviewing this important subject.

Paragraphs 48 and 49 refer to the shipping at Saugor being warned of the probable formation of a cyclone, and to the practicability of making arrangements for that purpose : but it is manifest that all attempts would be futile unless uninterrupted communication with Saugor Light House is maintained. The Committee have already touched upon this point in their remarks on paragraph 5, and upon the question of vessels putting to sea from Saugor in threatening weather they have already

expressed their views as communicated in my letter of the 16th August.

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5. On the evening of the 25th of June a sudden fall of the barometer was reported from Akyab and Chittagong. At Akyab the fall from 10*h.* of the 24th to 10*h.* of the 25th, was 0·119; at Chittagong, for the same period, 0·133. The telegrams conveying this intelligence reached me between 7 and 8 o'clock in the evening. I then considered it advisable to draw the attention of the Master Attendant to the very threatening state of affairs in the Bay, and to suggest the adoption of any precautionary measures with regard to the shipping that he might consider necessary. I also communicated with the Deputy Harbour Master in answer to a letter of his asking for information. I then proceeded to the telegraph office to get reports from Saugor and Cuttack, and to warn the observers there to send hourly reports if any considerable fall of the barometer or increase in the force of the wind took place. *The line to Saugor was closed.* However, after some delay and difficulty, I got a report from Cuttack, which was not unfavorable, The barometer, though very low, was not falling. As before stated, there had been a slight rise up to evening of the 25th.

10. I received the 11*h.* and 12*h.* telegrams about 3-30 in the afternoon, and although the probabilities were still against the storm's approaching Calcutta, I determined to hoist the *warning* signals. My reasons for doing so

were these:—The focus of low pressure was evidently unpleasantly near to Saugor Island ; a cyclone vortex might be in existence, although not advancing, and if not in existence, the state of affairs showed that it might be formed at any time, and its advance might be sudden and with very little warning. If it did advance, it would do so along the line of least resistance, or lowest pressure, and there were no data sufficient to show that this line did not pass through Calcutta, where appearances had been threatening and the barometer very low and unsteady. It was probable that it lay north of Cuttack, from previous rise of the barometer there. The warning signal at the Asiatic Society's building, in Park Street, was hoisted about 5 o'clock, directions having previously been forwarded to display the same signal (the double cone) at the Sailors' Home and the Khiderpore dockyard. Shortly afterwards telegrams were received from Saugor showing a slight improvement, from about 2 P. M., in the state of affairs there. In Calcutta the weather, which had been very threatening all day, cleared up in the evening, and the same change appears to have been experienced all over the Bay. (It is probable that a vortex was formed, or partially formed, on the morning of the 29th, but that it broke up again in the afternoon without advancing much, if at all.) This, however, was but a treacherous lull. Telegrams showing a fall of the barometer were received from Akyab and Chittagong ; the barometer at Calcutta refused to rise ; the wind directions had not improved in the least, and things became again threatening at midnight.

22. The following tables give an abstract of the meteorological observations of most of the ships that were in the north of the Bay for some days before and during the storm. The readings of the barometers are reduced for temperature, in all cases where the temperatures were recorded, and the mean of all the readings taken during the day is given. As many of the ship barometers as I could obtain have been compared by me with a standard barometer (Casella's No. 636) at the Meteorological Office, whose error to the Calcutta standard (Newman's No. 86) is known. In such cases the corrections to the Calcutta standard have been applied. In many cases the latitudes and longitudes given are obviously incorrect. In some cases they would place the ship on dry land. Of course these would be merely errors in the copying of the extracts which I received. But more dangerous errors than these occur. For many days, owing to the continued bad weather, the ships were unable to obtain observations, and the latitudes and longitudes had consequently to be reckoned by account. These are not to be trusted. For example on June 29th the *City of Madrid* was by account in Lat. 19°7' N., Long. 89°53'E. By observations obtained the same day, she was in Lat. 17°36'N., Long. 90°28'E. Thus showing her true position to have been much south and east of the position by account. The captain of the *Scimitar* states that from the 25th June to 3rd July no reliable observations could be obtained, and thinks it probable that the ship was much further to the south and east than the latitudes and longitudes by account appeared

to show. The Pilot brigs do not seem to possess chronometers, and once they leave their stations, which they all did in the late storm and went southwards, "have to trust to any stray ship they may come across to give them their latitude and longitude." Hence their observations are of little use in determining the course of the storm.

47. The Meteorological Reporter in Calcutta, with daily telegraphic reports of the state of the weather at Akyab, Chittagong, Saugor Island, and Cuttack (False Point would, I think, be a better station than Cuttack) will always, I think, be able to give ample warning of the probable formation of a cyclone in the north of the Bay, and in most cases some warning of the approach of storms from more southern latitudes. The telegraphic stations do not, however, extend far enough south to afford certain information of the generation of storms about the Andaman Islands. There the cyclones of the greatest violence, and those which travel furthest inland, are generally formed. Telegraphic communication with meteorological observatories at the Alguada Reef and Port Blair would, I think, enable him to give warning of the formation of the latter.

48. The experience of the late cyclone, I think, suggests that more use might be made of the information of the state of the weather from the meteorological stations, as regards warning the shipping at Saugor Island of the probable formation of a cyclone, more particularly when

generated in the north of the Bay. According to experience these storms seldom travel far inland (there are some exceptions, for example, the great storm of June 3rd and 5th, 1839), but they may cause great disasters to ships outward-bound.

49. I think it would be practicable to make arrangements for the exhibition of warning signals at Saugor light-house, from which they might be signalled to some of the light-ships, if considered necessary. The signals would be hoisted by orders from the Meteorological Reporter at Calcutta by telegraphic communication with Saugor light-house.

(1.) *A cautionary signal,* suppose a signal cone in the daytime, to indicate that bad weather is probable. It might then be left optional with masters and pilots whether they would put to sea or not.

(2.) *A warning signal,* a double cone in the daytime, to indicate that a cyclonic vortex is probably in course of formation in the Bay. It might then be made imperative on masters and pilots not to put to sea.

(3.) *A storm signal,* a drum in the daytime, to indicate that a vortex has been formed and is probably approaching.

During the night colored lights to correspond to these signals should be hoisted.

Inefficient Survey of the River.

The following representation has been made to the Government of Bengal, relative to the inefficient survey of the Hooghly. The subject was brought to the Chamber's notice by the Superintendent of the Peninsular and Oriental Steam Navigation Company, who hoped that the Committee would urge the imperative necessity of improving the present means of surveying the constantly shifting channels of the river by the introduction of steamers suitable for the purpose instead of the sailing vessels now in use. Captain Lovell gave several instances in which vessels grounded in consequence of rapid changes in the ordinary navigable channels not being quickly enough notified; pilots were consequently unaware of them until they either grounded their vessels or learned from vessels of light draught that there was less water than the Surveyor's latest report indicated. It is obvious that unless the alterations in the channels are promptly ascertained and communicated to pilots without delay, vessels are liable to imminent peril. The navigation of the river at all times requires the utmost skill and intimate knowledge of its dangers on the part of pilots, but at certain sea-

sons when the river suddenly silts up old and as suddenly opens out new channels, the most experienced men need the fullest and promptest information for their guidance. The Surveyor should therefore have at his disposal the readiest means of reporting all changes instead of being hampered in his operations by the tardy movements of the sailing vessels now employed in this work.

The Committee have much satisfaction in closing this paragraph of their report with the following reply from the Government of Bengal by whom their representation has been received with prompt regard for this important subject :—

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 23rd October 1872.

The Committee of the Chamber of Commerce have lately had their attention drawn to the present inefficient survey of the River Hooghly, and I am requested to hand you a copy of a letter on the subject from the Superintendent of the Peninsular and Oriental Steam Navigation Company.

You will observe Captain Lovell attributes the greater number of groundings this year over preceding

ones, to the absence of the usual freshets by which the channels are usually scoured; and he adduces two instances of the steamers of his Company grounding in channels, of the alterations in which no report had been made by the Surveyor, though they were so great and important that one was the next day pronounced not navigable. Six ships had also grounded on the Rungafulla Sands in a single month, and another steamer of the Peninsular and Oriental Company escaped the same fate by the information considerately given by the pilot of an inward bound vessel, of a fall of two feet of water since the last report to Bankshall a few days before.

It appears to the Committee impossible that the Surveyor can, with the means at present at his disposal, report alterations in channels in sufficient time to prevent accidents. The vessels employed on this service are old sailing boats, and the changes in the river are generally so quick and rapid, and the movements of the surveying vessels so slow, that the first intimation of a change is made known by the grounding of a ship, attended with considerable risk of life and valuable property.

The Committee beg therefore to press on the Government the necessity for the adoption of early measures by which this risk may be reduced, and they consider the plan originally proposed by Admiral Mends and seconded by the Marine authorities at Bankshall, recommends itself as of easy and immediate application, as well as unattended with much, if any, extra expense to

Government. The Committee request therefore that one or other of the steamers at the disposal of the Government may be substituted for the present surveying vessels, which are practically useless for some portion at least in the year.

The Committee believe that beyond the occasional conveyance of pilots to the station at the Sandheads, the steamers *Celerity* and *Agitator* are kept unemployed a great part of the year. The latter vessel was originally intended for and has been used as a dredging boat in the Hooghly, but at the worst season of the year, when the freshets are in, there is practically no work for her to do in her own legitimate department, and as these months are just those when quick and early intimation of changes in the channels is most urgently needed, the Committee think her services might with propriety be diverted and utilized for this important work. The *Celerity*, which, the Committee believe, is not capable of going to sea in rough weather, and is therefore retained in the river idle, might, they think, be permanently attached to this survey. Whether these two particular steamers can be spared for this duty or not, is a matter for the decision of the Government, according to their other requirements: if they cannot be spared, the Committee would still urge the necessity of some change being made in the present slow and unsatisfactory mode of notifying alterations in the river. During the last 18 months the large increase of steamers frequenting the Port, the larger tonnage of sailing ships, and the greater

traffic on the river, all point to the need of equal improvement in the machinery for notifying the dangers of, or changes in, the road by which they have to travel.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 7th November 1872.

I am directed to acknowledge the receipt of your letter of the 23rd October 1872, regarding the inefficient survey of the river Hooghly, and to request that you will be so good as to convey to the Chamber the thanks of the Lieutenant-Governor for their proposals. His Honor has addressed the Government of India on the subject, and a copy of the letter* is herewith forwarded for the Chamber's information.

*No. 3877, dated 7th November 1872.

From Govt. of Bengal to Govt. of India.

Calcutta, 7th November 1872.

I am directed by the Lieutenant-Governor to submit, for the consideration of His Excellency the Governor General in Council, a copy of a letter dated the 23rd October 1872, and of its enclosure, from the Chamber of Commerce, drawing the attention of the Government to the present inefficient survey of the river Hooghly.

2. In his report on the establishment and vessels of

the Indian Marine, Admiral Mends wrote as follows regarding the surveying service of the Hooghly :—

"I would suggest that the *Megna* and *Marie* be replaced by one suitable steam vessel; the *Grappler* by a suitable steam buoy-and-anchor vessel propelled by her own steam; that in the meantime the small steamer *Gemini* be withdrawn from the Torpedo Committee and employed under the surveyor for river work; that the row-boats at stations 2 and 10 be kept up, and that the *Megna*, *Marie*, *Grappler*, *Leadsman*, *Agitator*, and row-boats, at 4, 6, 8, and 11, be abolished."

3. The Lieutenant-Governor would propose that Admiral Mends' suggestion should be gradually carried out. With regard to the Chamber's proposal to employ either the *Celerity* or the *Agitator* for the survey work, I am to say that the *Agitator* has already been disposed of for the purpose of towing troop-ships through the Suez Canal, and it is doubtful whether she would be fit for the survey work. The *Celerity* is the only vessel this Government has for performing odd jobs in the river and for going to sea in favorable weather, and the Lieutenant-Governor could not propose to dispense with her until another vessel were ready to take her place.

4. Under these circumstances His Honor requests that, with the permission of His Excellency the Viceroy, the steamer *Gemini* may at once be made over to the survey service, and recommends that the 250 to 300 ton steamer

and the steam buoy vessel suggested by Admiral Mends be at once ordered. Meanwhile, if these proposals meet with His Excellency's approval, the four surplus brigs, the schooner, and the four surplus row-boats, can gradually be got rid of. One of the brigs would probably be wanted as a buoy vessel at Chittagong.

Concentration of Marine Offices.

The storage room afforded by the Jetties having rendered comparatively useless a large portion of the present Custom House, your Committee applied to Government to utilize it by the erection of a suitable building large enough to accommodate under one roof all the Marine Offices, *viz.*, Customs Department, Master Attendant's Office and that of the Port Commissioners, thereby greatly facilitating the transaction of business. Though public offices have not yet been built for the requirements of the Bengal Government, His Honor the Lieutenant-Governor promised the fullest consideration to the Chamber's recommendation, whatever might be the wants of other departments.

This favorable reply was immediately followed up by the appointment of a Committee to report on the proposal, the President of the Chamber representing commercial interests. The Committee have

sent in their report to Government and it is now under consideration. As His Honor, however, expressed his belief that the question was merely one of money, and would be eventually decided on that ground, the Committee of the Chamber suggested that as Customs and Marine are more or less Imperial departments, and the Port Commissioners' is a department entrusted with the care of an Imperial Port, a grant from Imperial funds might not be unreasonably asked for from the Government of India. The Chamber will observe from the annexed correspondence that His Honor has approved of the suggestion, and will apply to the Government of India for a grant, availing himself of the support given him by your Committee.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 22nd July 1872.

It has been represented to the Committee of the Chamber of Commerce that the Shipping and Commercial business of the Port would be greatly facilitated if the offices of the Collector of Customs, of the Commissioners for improving the Port, and of the Shipping Master were concentrated under one large comprehensive roof capable of affording ample accommodation for the requirements of those establishments.

It would be an obvious advantage to all concerned if the intimate business relations that necessarily exist between the Customs, Commissioners and Shipping Departments could be conducted so as to admit of immediate and consecutive inter-communication in the same premises. The principle of concentration has been practically adopted in the Public Works Department under the Government of Bengal, the offices of the Engineers, Irrigation and Canals, and of the Consulting Engineer to Government of India in the Railway Department, which adjoins the offices of the principal officers of the East Indian Railway; and it appears to the Committee of the Chamber that somewhat similar arrrangements might be advantageously introduced in the direction to which the attention of His Honor the Lieutenant-Governor is now drawn.

The Collector of Customs will no doubt be in a position to confirm the Committee's opinion as to the relief which his department has received from the system of passing goods from the jetties; and that of the large premises within the Custom House walls a very small portion is now required for purposes which formerly demanded the whole of that accommodation.

If some plan could be devised by which the scheme now suggested could be carried out, the Committee believe that the convenience and interests of the commercial public as well as of the Government departments referred to would be materially promoted.

From the Govt. of Bengal to Chamber of Commerce.

Calcutta, 27th July 1872.

I am directed to acknowledge the receipt of your letter dated 22nd July, submitting a proposal for the concentration of the offices of the Collector of Customs, the Port Commissioners, and the Shipping Master in one building, and in reply to request that you will be good enough to convey to the Chamber the thanks of the Lieutenant-Governor for the suggestion made by them.

2. There is no doubt whatever of the advantage of the proposal or of the suitability of the site which the Customs grounds afford. But His Honor apprehends that the question is merely one of money, and will be duly considered in that light when the replies are received from the Board of Revenue, the Master Attendant, and the Port Commissioners, who have been consulted on the subject. Unfortunately the needs of the Bengal Government in the way of concentration of offices are not confined to the Marine Department. Public offices have never been built for the Bengal Government, such as those recently provided for the Bombay and North-Western Provinces Government, and consequently the departments under the Bengal Government are much scattered all over Calcuttta.

3. Still whatever may be the wants of other departments, the recommedation of your Chamber in this case will receive the fullest consideration.

From Chamber of Commerce to the Govt. of Bengal.

Calcutta, 22nd August 1872.

The Committee of the Chamber of Commerce desire me to request you will submit to the Hon'ble the Lieutenant-Governor their acknowledgment of the consideration which His Honor has been pleased to give to their proposal for the concentration of certain public offices, and the prompt action which has been taken in the appointment of a Committee to report upon it.

Your letters of 27th July and 13th instant have afforded the Committee much satisfaction, and if the representation which they ventured to place before the Lieutenant-Governor results in their object being obtained the commercial public will be under obligation to His Honor for material facilities in the despatch of business.

The Committee are informed that the gentlemen appointed to report upon the proposed concentration have held one meeting, and that further proceedings have been postponed until the requirements of each separate department have been ascertained, when the questions of cost and suitability of site will be discussed. In the meantime the Committee of the Chamber submit for consideration with reference to the point of funds being found for the purpose of carrying out the scheme, whether an arrangement of this character has not a fair claim to be liberally

dealt with by the Government of India; the Department of Customs contributes very largely to the imperial revenue, the Marine is also more or less an imperial department, and the Port Commission is closely associated with those branches of the public service; and on these grounds a grant from imperial funds may not unreasonably be asked for if the resources at the disposal of the Lieutenant-Governor are insufficient to admit of the cost of the work being thereby provided.

From the Govt. of Bengal to Chamber of Commerce.

Calcutta, 5th September 1872.

I am directed to acknowledge the receipt of your letter, dated the 22nd August 1872, and with reference to the suggestion of the Committee of the Chamber that the Government of India may be asked to contribute to the cost of the building required for concentrating the Calcutta Port offices, I am to inform you that if the Committee should report in favor of an amalgamated building, the Lieutenant-Governor will ask the Government of India to help in the undertaking, and he will avail himself of the support of the Chamber of Commerce in making the application to the Government of India.

Jute Godowns on the Strand Bank.

A proposal by the Port Commissioners for constructing suitable godowns on the Strand bank

for the accommodation of the jute trade of Calcutta having been forwarded by the Government of Bengal for any suggestions your Committee might wish to offer on the subject, the following reply was submitted; and it will be observed, from the correspondence hereto annexed that His Honor the Lieutenant-Governor approves generally of the scheme put forward by the Commissioners, and that in the opinion of your Committee the arrangements proposed by the Commissioners will, if sanctioned and carefully conducted, result in affording a large measure of relief to the crowded traffic of the town, promoting the particular interests of one of our most important industries, utilising in the cause of local commerce a valuable but hitherto almost neglected piece of land, and providing for a constantly increasing demand for accommodation for the purposes of our export trade.

From the Port Commissioners to Govt. of Bengal.

Calcutta, 17th July 1872.

In accordance with the terms of a resolution passed by the Commissioners at a meeting held on the 5th instant, I have the honor to submit, for the consideration and orders of His Honor the Lieutenant-Governor, a question

which has occupied the attention of the Commissioners for some time past, viz., the utilization of a portion of the Strand Bank land by the construction thereon of godowns suitable for the accommodation of the export trade of Calcutta, and more particularly the jute trade, which, under the provisions of Act II of 1872, will to a great extent be forced out of the localities which it now occupies. The terms on which the Commissioners propose, with the approval of Government, to construct and let such godowns, are stated in the report of the sub-committee appointed by the Commissioners to consider this question, and forwarded herewith.

2. The attention of the Commissioners was sometime ago directed to the fact that the land in question, viz., between Ahereetollah Ghât and the Mint, was most suitable for the purposes of the jute trade, and that a great improvement would be effected if the temporary bamboo and tile huts, which at present disfigure this fine site, were replaced by substantially built warehouses designed to meet the requirements of the export trade.

3. In June 1871 a letter was addressed to the Justices, explaining the view of the Commissioners, and soliciting the grant of licenses for the storage of jute in the warehouses proposed to be built. To this letter (a copy of which is annexed) no reply has been received, and the Commissioners are still unaware whether, in the event of the godowns being erected, the Justices

would, under section 7 of Act II of 1872, refuse to grant licenses for the storage of loose jute.

4. The site in question in addition to being free from any objections which might be raised under the Warehouse Licensing Act has positive advantages to offer both to the general public as well as to those directly concerned in the trade. The lands are separated from the town by the Strand Road, and are thus so isolated as to ensure comparative safety to the town building in the event of fire orginating in the proposed ware-houses. Having a river frontage, and on the land side, the tramway, which is to be constructed in connection with the whole municipal system and with the Eastern Bengal Railway, there is every facility for the easy conveyance to the site of all raw material brought to Calcutta either by the Eastern Bengal Railway or by river steamers and flats, and for removal of exports when prepared and ready for shipment by the tramway, which will be in direct communication with the jetties.

5. The site has thus many advantages, and from its position is peculiarly adapted to meet the requirements of the export trade, particularly jute, and it appears to the Commissioners therefore most desirable that this branch should be concentrated as much as possible in this locality. If the proposition is sanctioned and carried out, the Commissioners believe it will be a great public improvement, while at the same time every facility will be afforded for carrying on the most impor-

tant branch of the export trade of Calcutta. In the interests of the public generally the restrictions which the new Act imposes upon the trade must no doubt be enforced, but it is nevertheless to the interest of Calcutta as a port, to Government, and to the community at large, that a trade so important should be fostered rather than subjected to any unnecessary disadvantages.

6. In this view of the case the Commissioners entertained and considered two applications received from firms largely interested in the trade of the port, inquiring upon what terms the Commissioners would undertake to construct upon the Strand Bank land godowns suitable for the accommodation of the jute trade. The applications were referred to a sub-committee consisting of the Commissioners marginally noted, and a copy of their report and of the resolution passed by the Commissioners thereon is forwarded herewith for the information of His Honor the Lieutenant-Governor.

V. H. Scalch, Esq.
W. D. Bruce, Esq.
T. H. Wordie, Esq.
Baboo D. C. Law.
Lord H. Ulick Browne.

7. In adopting the report the Commissioners were satisfied that direct action in the manner recommended by the sub-committee was the best means of dealing with the case. Under their supervision godowns could be constructed, which would meet in all particulars the requirements of Act II of 1872, which would be adapted

to accommodate either the jute or any other branch of the export trade; while every precaution would be taken in providing appliances and by a liberal supply of water available in the buildings themselves to secure immunity from loss by fire, the great danger to which the jute trade is exposed. By concentrating the trade as much as possible upon this site, supervision would be rendered easier, and the danger of fire would be to a great extent limited; while in case of a fire actually breaking out, the floating steam fire-engine could be alongside in 15 minutes to assist the municipal fire-brigade, engines and appliances.

8. Under all these circumstances I am directed to solicit for this project the favoroble consideration of His Honor the Lieutenant-Governor,—a project which is supported by the Commissioners in the belief that it meets one of the great present wants of the port, and meets it in the best possible manner.

9. Should the scheme receive the approval of His Honor the Lieutenant-Governor, I am to solicit the favor of His Honor applying to the Government of India with a view to granting to the Commissioners the loan of such monies as may be requisite for carrying out the proposition, the sums so advanced to be subject to the conditions applicable to loans made to the Commissioners under Act V (B. C.) of 1870, (*vide* sections 8 to 12.)

10. If the project is approved, plans and estimates

for the ware-houses will hereafter be submitted for the approval of His Honor the Lieutenant-Governor for such premises as the Commissioners may determine upon constructing at once.

11. In conclusion I am desired to solicit an early expression of the views of His Honor the Lieutenant-Governor on this important question. If the scheme is approved, arrangements ought to be made at once to comply with the applications now before the Commissioners, so that the buildings may be completed before the commencement of the next jute season in July or August 1873.

Copy of a Resolution passed at the 62nd meeting of the Commissioners, held on the 5th July 1872.

Considered the following report of the sub-committee appointed at the 61st meeting, in terms of resolution No. 2, to consider two applications from Messrs. Hoare, Miller and Co., and Messrs. Ralli Brothers, inquiring upon what terms the Commissioners would be prepared to construct and lease out suitable godowns on the Strand bank land for the accommodation of the jute trade.

Resolved I.—That the report of the sub-committee be adopted and forwarded for the consideration and orders of His Honor the Lieutenant-Governor, with a request that His Honor will be pleased to move the Government of India to sanction the advance of such

monies as may be required for the construction of warehouses upon plans to be submitted by the Commissioners and approved by His Honor the Lieutenant Governor.

II.—That in the letter forwarding the report to Government, the several reasons which have induced the Commissioners to take action in this direction be clearly stated, and the attention of His Honor be invited.

(1)—To the expediency of concentrating the jute trade on the Strand Bank, such concentration being convenient for the trade and calculated to ensure most economically the supervision contemplated in Act II of 1872.

(2)—To the advisability of the Commissioners directly or indirectly constructing suitable godowns, satisfying the requirements of the aforesaid Act, and adapted to meet the wants of a most important branch of the export trade of the port.

(3)—To the fact that the direct action proposed in this matter appears to the Commissioners to be the best and most economical method of obviating the inconvenience to which the operation of Act II of 1872 must subject the trade,—a trade which it should be the aim of the Commissioners, the Municipality, and Government, to foster as much as possible.

Proceedings of a Sub-Committee held on Wednesday, the 26th June 1872, *for the consideration of two applica-*

tions, one from MESSRS. HOARE, MILLER CO., *the other from* MESSRS. RALLI BROTHERS, *requesting that the Commissioners would state the terms upon which land on the Strand Bank with suitable buildings erected thereon for the sorting and storing of Jute would be let.*

Present :

V. H. SCHALCH, ESQ., *Chairman.*

W. D. BRUCE, Esq., *Vice-Chairman.*

T. H. WORDIE, Esq.

BABOO D. C. LAW.

LORD HENRY ULICK BROWNE.

Messrs. Hoare, Miller & Co. and Messrs. Ralli Brothers were also represented by members of their respective firms who attended upon the requisition of the sub-committee.

Report.

We, the undersigned, having had under consideration the applications noted above, and having had regard to the whole question of providing accommodation for the sorting and storage of jute on the Strand Bank lands are of opinion—

1. That it is expedient to concentrate the jute trade as much as possible on the Strand Bank lands, the site being in our opinion the most convenient for the trade, and being at the same time from its detachment from Calcutta and from its contiguity to the river, the best adapted to secure immunity from accidents by fire.

2. We are of opinion that the lands so occupied should be let at such rates as will yield to the Commissioners the same return as is now derived therefrom.

3. We would recommend that suitable buildings be erected by and at the expense of the Commissioners, and that such buildings be let to approved tenants on a rental equal to 10 per cent. clear on the capital expended in construction; the tenants executing all ordinary repairs and keeping the buildings in tenantable order and paying all rates and taxes payable on the building less the amount of such rates and taxes payable hitherto by the Commissioners in respect of the land.

4. We would further recommend that the leases contemplated in the foregoing recommendation should be for no less a period than 20 years, but should be transferable subject to the approval of the Commissioners.

5. Should the Commissioners adopt the foregoing propositions, we are of opinion that an application should be made to Government for a loan of the necessary funds, the amount to be advanced upon the security of the buildings themselves aud of the general revenues, and to be subject to the provisions of Act V (B. C.) of 1870.

From Port Commissioners to the Justices of the Peace.

Calcutta, 15th June 1871.

I have the honor, by desire of the Commissioners, to address you on the subject of establishing jute godowns on the Strand Bank lots, between Ahereetollah and Juggernath Ghats.

2. The storage of jute is a subject which largely occupied the attention of the Justices and other public bodies during the last six months, and efforts have been principally directed to secure the safety and convenience of the public generally, with as little inconvenience as possible to the particular interests involved in carrying on the jute trade,—a trade which though only of recent growth, contributes very largely to the prosperity of Calcutta as a port.

3. With a view to a satisfactory settlement of this important question, the Commissioners are desirous of letting out a few of the Strand Bank lots between the Mint and Ahereetollah Ghat, for the construction thereon of godowns to be licensed for the storage of loose jute, and solicit the sanction of the Justices to the scheme. The proposal if carried out would, in the opinion of the Commissioners, satisfy those who are concerned in protecting the interests of the general public, while at the same time it would exactly meet the wants of those directly concerned in the jute trade.

4. The site in question seems to the Commissioners to present exceptional advantages for the trade, while at the same time not only is it free from the objections which the Justices have raised to carrying on the trade in the heart of the town, but it offers positive advantages to the Municipality, by relieving the ordinary thoroughfares of a cumbersome and heavy traffic, by affording facilities for supervision, and by reducing the risk of danger of fire to a minimum.

5. The site has what may be considered two frontages, viz., one to the river immediately upon the upper strand wharf, and the other to the Strand Road. The river frontage would meet directly the wants of the trade by rendering unnecessary land carriage for jute, either when brought into or when being exported from Calcutta.

6. The loose drums would be taken direct from boats into the godowns, and the screwed bales would, in a similar manner, be shipped over the wharf into boats and sent alongside vessels, without rendering necessary any cartage along the Strand Road or any other thoroughfare of Calcutta. The site will also be connected by the proposed tramway with the Sealdah terminus of the Eastern Bengal Railway, and hence the large quantities of jute brought by this relief of the traffic of the ordinary thoroughfare.

7. The proximity of the godowns to the river side

would be a great advantage to the exporters, and not only would they save largely in the cost of transport, but the jute would not longer be exposed to the injury consequent on heavy rains, which caused so mush dissatisfaction in the shipments of last year. Instead of being left on the river bank under heavy showers of rain, the bales would be taken direct from the godowns to the boats, and no exposure would be necessary.

8. The proposed tramway by which the Commissioners intend to connect the Strand Bank lots with the jetties would offer similar advantages to vessels loading at the jetties without the intervention of boats, so that by concentrating the trade upon the site proposed, the whole might be carried on without carting a bale over the ordinary thoroughfares to the relief of general traffic and to the manifest advantage of the shipper.

9. But in addition to the foregoing, the Commissioners believe that the site in question is peculiarly well adapted for jute godowns, and for carrying on a trade which is attended with considerable danger from fire. It is detached completely from the town and from all dwelling houses, and the Commissioners propose, by the construction of proper fire-proof godowns, to limit any fire which might break out to the particnlar godown in which it originated. With these precautions, with a proper supply of water laid on to each godown, and with the powerful auxiliary aid of the port fire-engine boat, which could be brought alongside within fifteen minutes

after an alarm of fire was raised, the Commissioners believe that the spread of a fire is absolutely impossible, so that within the limits of the proposed site the fire risk, a charge against the trade, ought to be reduced to the lowest rate.

10. To the Municipality the sanction of this proposition would be indirectly advantageous, inasmuch as supervision would be less expensive and more effective, and altogether for the reasons stated above and others which will suggest themselves to those interested in the question, the Commissioners would most strongly urge upon the Justices the importance of conceding the sanction now asked for. The proposal while proving beneficial to the particular interests of those concerned in a trade which will become, if it is not already, the staple export trade of Calcutta, is at the sametime advantageous, as the Commissioners believe, to the interests of the public generally.

From Government of Bengal to Commissioners for making improvements in the Port of Calcutta.

Calcutta, 29th July 1872.

I am directed to acknowledge the receipt of your letter No. 706, dated the 17th July 1872, with enclosures, regarding a proposal to utilize a portion of the Strand Bank lands by constructing thereon godowns for the accommodation of the export trade of Calcutta, and more particularly the jute trade of Calcutta.

2. In reply I am to observe that the proposal generally commends itself to the Lieutenant-Governor, subject to this proviso that the proposed buildings should not be of such a character, or so close to one another, as to shut out the air from the town too completely. It will be specially necessary also not to put the proposed jute godowns too close together, in order that a casual fire may not spread into a general conflagration.

3. The Chairman to the Justices of the Peace for the Town of Calcutta, and the Bengal Chamber of Commerce, will be asked to favor the Lieutenant-Governor with any suggestions they may have to offer in regard to the proposal.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 23rd August 1872.

The Committee of the Chamber of Commerce have had under consideration the subject referred to in your letter No. 2650½ of the 29th ultimo, and they desire me to submit the following reply.

The proposal of the Port Commissioners is to utilise a portion of the Strand Bank by constructing thereon godowns or ware-houses suitable for produce generally, and specially for the accommodation of jute—one of the largest and most valuable of our staple exports; the godowns or

ware-houses being leased to approved tenants on conditions which would secure a moderate return for capital expended by the Commissioners.

In the judgment of the Committee the Commissioners have placed before the Government of Bengal a scheme which, if carefully carried out, will unquestionably be attended with considerable advantage to the export trade of Calcutta, and they desire to record their approval generally of the arrangements under which it is proposed to work it.

At the same time the Committee would suggest for the Lieutenant-Governor's consideration whether the Commissioners' proposition might not be so far modified as to admit of individuals having the option of leasing portions of the ground and building thereon according to their own requirements, and on plans approved by the Commissioners, but that each shall be a portion of a large and comprehensive plan to be previously sanctioned by the Government.

From the 3rd paragraph of the Sub-Committee's report it would appear as if the recommendation embraced the entire available ground being built upon by the Commissioners in anticipation of a demamd for all the accommodation they could supply; the section may be so interpreted; and if that is the construction, it necessarily follows that the Commissioners may possibly find themselves in the position of having built more pro-

perty than they can get tenants for. If, however, the meaning of the paragraph is that the Commissioners will supply accommodation only on application by parties desirous of occupying it, the objection to which the arrangement is otherwise open would be removed.

Jute Depots.

From the accompanying correspondence it will be seen that your Committee were unsuccessful in obtaining from the Chairman of the Municipality an amendment of the conditions under which licenses were granted for jute depôts according to a notice issued by the Special Committee of the Justices. Your Committee were apprehensive that although the proprietor of a jute depôt may have done all that he thought would entitle him to a license, the *subsequent* official inspection might pronounce the necessary conditions as not being complied with according to the Inspectors' interpretation of the provisions of the Act. What the Committee pressed for was that proprietors should be told *beforehand* what was exactly required, so as not to be exposed to the risk of the Inspectors' disapproval and consequent withholding a license: but the Chairman of the Justices was of opinion that this could not be

conveniently complied with, and that the provisions of the Act were sufficiently specific to obviate any misapprehension of what was essential to the issue of a license.

From Chamber of Commerce to the Justices of the Peace for the Town of Calcutta.

Calcutta, 28th May 1872.

It has been represented to the Committee of the Chamber of Commerce that while the notice published by the President of the Special Committee of the Justices relative to the accommodation for storage, the keeping or screwing of Jute and Cotton, enters very fully into the requirements which are considered essential to the issue of a license, it would be only fair to parties interested in ware-houses, screw-houses or depôts if the Committee of the Justices definitely stated in each case what alterations and improvements would—if duly attended to—be held as a compliance with the provisions of the Act; because it may happen that an owner may do all that in his belief and judgment is necessary to entitle him to a license, and yet on the subsequent inspection by the Committee the alterations and improvements may be pronounced insufficient, and license withheld.

The point urged on the attention of the Chamber is that owners should be informed of what is absolutely

required *previous to final inspection*, not in a general way according to the Notice but *specifically* so as to leave no doubt what the Justices require and what the owners would be bound to do in compliance therewith.

The Committee of the Chamber consider this a very reasonable request, and trust that the Chairman of the Justices will be pleased to authorise a survey by a competent person or persons of any screw-houses or ware-houses on a requisition from the owners or occupiers; the surveyor or surveyors to notify the alterations and additions, if any, required to entitle the owner or occupier of the premises to a license; and the said alterations and additions being executed satisfactorily a license to issue.

The Committee recommend this course as they consider it most important that every facility should be given for the unobstructed continuance of the trade in Jute which has become of such enormous value to this country.

The Committee would also feel obliged by the Chairman of the Justices informing them if it is considered necessary under Act II of 1872, that ware-houses in which *baled* Jute and Cotton are stored require a license. The Committee would state that as far as the intentions of the Act are concerned such a course would appear quite unnecessary. The object of the Act is to guard the Town against extraordinary risks from fire, which are undoubtedly incurred where *loose* Jute or Cotton is stored in

quantity, but the Committee would point out that *baled* Jute and Cotton do not entail extraordinary risk, being of no more dangerous character than Piece Goods or baled goods of any description. In support of this statement the Committee would beg to refer the Chairman of the Justices to the Schedule of the several Fire Insurance Companies in Calcutta in which *baled* Jute and Cotton are included under the head of *non*-hazardous goods and are charged the minimum rate of premium.

From the Justices of the Peace to Chamber of Commerce.

Calcutta, 4th June 1872.

I have the honor by direction of the Chairman of the Justices of the Peace for the Town of Calcutta to acknowledge the receipt of your letter dated 28th May 1872, expressing the views of the Chamber of Commerce on the subject of the Jute Act of 1872 B. C., and the notice issued by the Special Committee appointed under Section 5 of the Act.

2. The intention of the Special Committee is, the Chairman hopes and thinks, quite in accordance with the views of the Chamber. There is no intention of postponing the inspection till the last day. The labour of inspecting so many Jute houses between this and July 15th will fall so heavily on the special Committee that

they will be glad to spread it over the intervening period. What they hope to do is this; as soon as about 25 Jute houses in the same part of the town are reported by their owners as being in a condition that fulfils the requirements of the Committee as lately notified, the Committee will inspect them and intimate the result to the proprietors, but it is obviously of very little use and a mere waste of time to make an inspection before those requirements have been avowedly attempted to be complied with, as until they have been complied with the Committee have resolved not to recommend the grant of a license.

3. The Committee also consider that nothing they could say or point out on the spot could well be more specific than the first nine requirements in their notice, and that every owner will know at once and without difficulty on comparing the state of his Jute house with those nine paragraphs whether there is a compliance therewith or not. Those nine paragraphs inform owners to use your own words of "what is absolutely required."

To ask the Committee to make an extra inspection before proprietors have even endeavoured to comply, and then reported that they have so complied would be to impose on them extra labour without any possible result, as all the Committee could do on the spot would be for instance to point to apertures and read out the 6th requirement, to point to an open shed and read out the first, and so on. All that the Committee desire is that before they are asked to inspect, an attempt be made to meet the

requirements without meeting which they would most certainly refuse to recommend the grant of a license, and that it be reported that the attempt has been made. Should there be such delay on the part of the majority of proprietors as to render it likely that a few who have done what they think is necessary may suffer, then the inspection will be made without waiting for 20 or 25 houses to be put in order even though that may have the effect of doubling or trebling the labour of inspection.

4. You will observe that under Section 5 of the Act, the duty of inspection cannot be delegated by the Special Committee.

5. With regard to the matter of baled Jute the Chairman does not find any distinction in the Act between Jute that is baled and unbaled. Section 4 is very comprehensive, and the Chairman does not see how warehouses containing Jute or Cotton in any condition whatever could escape the incidence of the Act.

Bengal Cotton.

Resolution by purchasers to reserve the right of opening and rescrewing fully pressed bales.

The Committee place on record the proceedings of members in this important matter, and the correspondence relative thereto. The discussion originated with Messrs. Colvin, Cowie & Co., who

urged upon the attention of all who were interested in the subject the unsatisfactory position and prospects of the trade in Bengal cotton, in consequence of the very large proportion of inferior, seedy, and unginned cotton which had been included in the supplies in the bazar during the past season. They pointed out how greatly the consumption of Bengal cotton—both home and export—had been reduced; the serious depreciation in its value in comparison with other grades; the heavy allowances on inferior quality; deficiency in weight; vexatious difficulties in getting delivery according to contract samples; and the diversion of part of the trade to Bombay.

To remedy these mischievous results it was proposed that buyers should insist upon sellers delivering in loose or half screwed bales, and upon reserving to themselves the right to examine and rescrew every bale at sellers' expense; due notice being given to the trade of this resolution not to accept contracts for Cotton in fully screwed bales without that special condition.

The result of the reference to members of the Chamber and others engaged in the Cotton trade was an almost unanimous approval of the proposal;

and if there is equal unanimity of action on the part of purchasers the proposed remedy can be practically applied, and a system of fraud, involving the character of a large branch of our export trade, effectually and permanently suppressed.

From Messrs. Colvin, Cowie and Co. to Chamber of Commerce.

Calcutta, 8th June 1872.

We beg leave to address you upon a subject of much importance in connection with the commerce of this city, affecting as it does in a greater or less degree the interests of nearly all the Members of the Chamber, *viz.*, the unsatisfactory position and prospects of the trade in Bengal cotton in consequence of the very large proportion of inferior, seedy, and unginned cotton which has been included in the supplies in the bazar during the past season, and much of which has been shipped to the Home markets, and (it is scarcely too much to say) cause the Bengal staple to become a bye-word and a reproach in those markets.

We do not think it necessary for us to enter into much detail on the subject, which regretful experience has made only too well known to many shippers; and it is probably sufficient for our purpose to point to the greatly reduced consumption, both home and export, of Bengal

cotton; the serious depreciation in its value in comparison with other grades; the heavy allowances assessed on inferior quality, and the numerous instances of grave deficiency in weight, as well as the vexatious difficulties experienced in obtaining delivrey in the bazar according to contract samples; and the important diversion of the trade in cotton belonging to European balers in the North-western Provinces to Bombay, where their selections do not have to compete with the cheaper (because mixed and inferior) lots of native dealers.

These adverse features in the trade have been growing up for the past two or three years and have culminated during the season now closing into a state of things which we think demands some united action on the part of the buyers and shippers in this city. We are no advocates of a Cotton Frauds Act and we adhere fully to the excellent principle of "caveat emptor," but it is very difficult for single buyers to protect themselves when they have to contend against a bad system in which sellers are united against them; and we submit that this is the case in the matter under consideration, we refer of course to the system of selling and giving delivery in fully-screwed bales; the right of opening and rescrewing being restricted to a small percentage only, thus rendering a through examination of the contents practically impossible, and giving every facility for fraud both in respect of quality and weight.

As the real mischief lies, in our judgment in this system of cotton being sold in fully-screwed bales, so the real remedy lies we consider in a general reversion

to the mode, which was prevalent two or three years ago, of giving delivery in loose or half-screwed bales, which can be examined and re-screwed on the spot; and we therefore think it most desirable that buyers should take the matter into their own hands and insist upon sellers delivering on these terms. Native dealers will not then find it answer their purpose to adulterate their cotton, and European balers will find a fairer field of competition with them.

If the Committee of the Chamber concur in our views, we would beg the favor of their assistance by circulating this letter among the members for the expression of their opinion generally on the subject, and particularly on the point whether they will, as a body, sign a public notice to all brokers and dealers in cotton that, from the commencement of next season, say from the 1st November, the right of opening and rescrewing every bale at seller's expense will be strictly insisted on, and that contracts will not be accepted on any other terms.

A memorandum is now in course of signature by several influential banians and mahajuns signifying their entire concurrence in this suggestion; should it meet with general adoption it may probably become necessary to seek the assistance of the East Indian Railway in carrying it out, by some modification in their present tariff for cotton which greatly favors bales pressed to 10 cubic feet.

We may add that we have written this letter at the

instance of several friends more largely interested in the trade than ourselves, as well as from our own desire to see it re-established on a better footing than at present.

Begging the best consideration of the Committe to the whole matter.

From Chamber of Commerce to the East Indian Railway Company.

Calcutta, 29th August 1872.

I am directed to place before the Board of Agency of the East Indian Railway the accompanying papers exhibiting the result of a representation made to the Chamber of Commerce by Messrs. Colvin, Cowie and Co., relative to the trade in Bengal cotton.

The Board will notice how largely the proposition has been supported by the mercantile community, and the Committee will be glad to communicate to them the views the Board entertain upon the point referring to the action which the Railway Company may take, if the Board will favor the Chamber with an expression thereof.

From East Indian Railway Company to Chamber of Commerce.

Calcutta, 16th September 1872.

I beg to acknowledge your communication of August 29th with its enclosures including a resolution of certain

members of the Chamber of Commerce to reserve the right of opening and rescrewing at seller's expense all fully screwed bales of cotton, that they may purchase in future, and a remark by Messrs. Colvin, Cowie and Company that it may become necessary to seek the assistance of the East Indian Railway in carrying it out, by some modification in their present tariff for cotton which greatly favors bales pressed to 10 cubic feet.

As you are aware, the object of the differential rate was to get the cotton bales tendered for transport in the smallest possible compass, an object as essentially important to the Railway as it is to the carrier by sea, in view of the lowest rate of freight, and I do not see how the Company can very well abandon the principle.

With deference to the opinion of the Chamber, I venture to think that the result of the resolution will be simply to throw the business of screwing for direct shipment into the hands of European screwers up-country, whose brand or certificate would render examination at the port unnecessary.

Proposed measurement of Cotton at Howrah.

With reference to the resolution passed at a General Meeting of the Chamber on the 14th June last relative to the measurement of fully screwed bales of cotton, the Committee here introduce the correspondence with the Port

Commissioners, who were requested to promote a proposal for measuring, on some convenient site on the Howrah side of the river, up-country pressed cotton brought down by the East Indian Railway. It will be seen that the question was referred to a Sub-Committee of the Commissioners, who gave their fullest and most careful consideration to the desirableness of concentrating the cotton trade of this port in a place near the Railway terminus, with a good river frontage, where it could be temporarily stored and properly examined, measured and shipped; but after an inspection of all available ground they were unable to fix on any site that would answer the purpose; and, other difficulties having been discussed, the Sub-Committee were obliged to come to the conclusion that the plan of having measuring sheds on the Howrah side must be abandoned.

They saw no objection however to the measurement of fully screwed bales arriving at the Howrah railway station for immediate shipment a licensed measurer with a suitable staff being appointed by the Commissioners.

The report of the Sub-Committee was duly

submitted to Members of the Chamber, but as no movement was made by them in the matter your Committee replied that in their own judgment the plan would not answer unless it was universally adopted by cotton shippers, and that the quantity arriving at Howrah to be shipped direct would not be sufficiently large to meet the expenses.

From Chamber of Commerce to the Commissioners for making improvements in the Port of Calcutta.

Calcutta, 10*th May* 1872.

At a recent meeting of the Chamber of Commerce the question of measurement of cotton was largely discussed, and among other means suggested for removing the difficulties and annoyances which attend that process under existing arrangements, it was proposed that a suitable place on the river bank on the Howrah side might be appropriated for that purpose, and sheds erected thereon for reception of all fully-pressed cotton brought down by the East Indian Railway, and where the measurement of the bales could be taken conveniently and satisfactorily to all concerned.

In placing this proposal before the Commissioners the Committee of the Chamber believe it is in their power to promote the object in view, and thereby confer a great advantage on the trade of the Port in this important

staple : the Committee therefore trust the Commissioners will be pleased to take the proposed arrangement into their consideration, and to sanction the employment, under their own supervision, of a staff of measurers whose services would be adequately paid for by the Commissioners who would reimburse themselves by the levy of a moderate fee per bale.

The Committee do not apprehend any difficulty in the way of such an arrangement ; and as it would give general satisfaction and probably be adopted as the rule of the Chamber for the measurement of up-country pressed cotton, they trust the Commissioners will be in a position to give effect to the proposal.

From the Commissioners for making improvements in the Port of Calcutta to Chamber of Commerce.

Calcutta, 29th May 1872.

I have the honor to acknowledge the receipt of your letter dated the 10th instant, regarding the measurement of up-country pressed cotton.

In reply I am to inform that the Commissioners have referred the matter to a Sub-Committee to report upon the best mode of carrying out the proposition, and upon receipt of this report a further communication will be sent to you.

From the Commissioners for making improvements in the Port of Calcutta to Chamber of Commerce.

Calcutta, 16*th August* 1872.

With reference to your letter dated the 10th May, and subsequent reminder dated the 29th May, regarding the measurement of up-country pressed cotton brought down by the East Indian Railway, I have the honor to inform you that the subject was at first considered by the Commissioners at the Meeting held on the 27th May 1872, when it was resolved that the question should be referred to a Sub-Committee for report as to the best way in which the Scheme proposed by the Chamber could be carried out. The report of the Sub-Committee, a copy of which is herewith attached, was considered by the Commissioners at their last Meeting, and it was resolved that before adopting the suggestions therein made or taking any action in the matter, a copy of the report should be forwarded to you with a request that the Chamber of Commerce would favor the Commissioners by expressing their opinion upon the propositions made by the Sub-Committee. I have therefore to request the favor of your obtaining and communicating the views of the Chamber on the subject.

Report of the Sub-Committee appointed at the 59th Meeting of the Commissioners, to consider the best means to be adopted for the measurement of up-country pressed cotton brought down by East Indian Railway.

Present:

T. H. WORDIE, ESQ.

T. A. VLASTO, ESQ.

J. F. RUTHERFOORD, ESQ.

W. D. BRUCE, ESQ.

The Sub-Committee met on two occasions and having given the quesstion their best consideration beg to report as follows:—

1 That it appeared to them most desirable to endeavour to concentrate the cotton trade of Calcutta in one place near the East Indian Railway Station with a good river frontage, and where cotton could be received from up-country either by Railway or boats, could be properly stored and examined by purchasers and where after screwing, if that was necessary or in fully screwed bales if the staple arrived in that condition, it could be passed through the Commissioners' measuring sheds situated on the same ground and shipped for export. The object of the Sub-Committee indeed was to form a cotton green similar in some respects to that in Bombay and thereby to avoid the difficulties which at present exist in dealing with an article which is kept in Godowns and Screw-houses scat-

tered over Howrah, Cossipore and Calcutta. They were also desirous of lessening the risk of fire incurred in present circumstances by having the buildings in which cotton would be stored erected according to a particular plan and placed in such a situation that they would be within reach of the floating fire Engine and near a full supply of water.

2. The Sub-Committee inspected the river bank on the Howrah side from Tellkul Ghat to Goosery with the object of fixing on a site which would meet the requirements named. They cannot say that there is any suitable portion of the river bank at present available. A piece of ground to the south of the proposed new bridge and south of the Railway coal jetties containing about 45 beegahs is in an excellent position, but it has several serious draw-backs. The first of these is that the land is under water at every flood tide, and the cost of reclaiming it would therefore be considerable while cost of foundations for the buildings to be erected on it might be excessive. Another objection is its proximity to the Coal Depôt from which the dust would be driven into the screw-houses and godowns and probably stain the cotton while kept there. The Sub-Committee believe the Railway Company would remove the coal jetties to another situation, but the cost of doing this would be heavy, and that sum added to what would have to be paid for the price of the land has caused the Sub-Committee to refrain from recommending any steps being taken in that direction at present.

3. Nor can they recommend that any large sum should be expended in meeting the wants of a trade like cotton which is of a most fluctuating nature even though the whole of the cotton which passes through Calcutta should be made liable to assessment for the charges incurred. As is well known the demand for Bengal staple is dependent on the failure of the American and China crops, and while this port can never have a monopoly of the trade similar to what it holds with jute, it is at the same time impossible to say, looking to the quantity now produced in America, what number of bales can be relied on as an average annual export.

4. The Sub-Committee endeavoured to arrange with the Railway Company for a shed on the river bank in front of their present cotton shed, but the ground is required by the Company for further extensions.

5. They also considered the expediency of erecting two or three small measuring sheds at different points on the Howrah Bank of the river in proximity to the principal screw-houses, but here again the difficulty has arisen of getting land in a suitable position A site within any of the screw-house compounds, even if it were offered, is objectionable for several reasons and any position distant from the river bank would prevent the bales being shipped under the eye of the measurers without which any measurement would be futile.

6. The Sub-Committee are therefore reluctantly com-

pelled to give up the idea of measuring sheds at present, but they see no objection to a licensed measurer with proper assistants being appointed by the Commissioners to attend at the Railway Station at Howrah from October next for the purpose of measuring the cotton arriving there for immediate shipment. The duty of the measurer would be to see the cotton put in boats after measurement, and each bale would bear the measurer's stamp clearly marked on it. The fee should not exceed two annas per bale on the whole parcel certified to, and this charge would go towards defraying the measurer's salary and cost of his establishment. The Sub-Committee apprehend that the Railway Company would lend every assistance to this arrangement, and their only fear is that the quantity of cotton for ready shipment may be too small to cover the expenses incurred ; but notwithstanding this, the proposal seems worth a trial. The Sub-Committee cannot recommend the measurer being allowed to visit screw-houses to certify to the cotton put forward in them as in course of shipment, and with all cotton arriving at Howrah for storage in Howrah or elsewhere, he would of course have nothing to do.

7. When the export sheds are at work the services of trustworthy measurers will be needed, and meantime the Sub-Committee think it would be well to give the system a trial in the manner above-named.

Sd. T. H. WORDIE.
„ J. F. RUTHERFOORD.
„ T. A. VLASTO.
„ W. D. BRUCE.

From Chamber of Commerce to the Commissioners for making improvements in the Port of Calcutta.

Calcutta, 1*st October* 1872.

Your letter No. 964 of 16th August was circulated to the Members of the Chamber under cover of my letter dated the 22nd idem, but up to the present moment the Committee have had no replies which would enable them to submit to the Port Commissioners opinions entertained on the proposition contained in their Sub-Committee's report.

Speaking, however, for themselves the Committee very much doubt of the proposal to measure bales of cotton received at the Railway terminus for immediate shipment would be universally adopted by shippers of cotton especially if the cost of measurement has to be borne by them, and even if it were adopted on condition of the ship bearing cost of measurement, the Committee apprehend that the quantity arriving at Howrah to be shipped direct to the vessel would not be sufficiently large to meet the expenses of an establishment entertained for its measurement.

If the Port Commissioners consider that it would be more satisfactory to be in possession of the views of the Chamber at large, the Committee will again draw the attention of Members to the subject and communicate the result of their reference.

Stowage of Jute in vessels bound to Dundee.

The Dundee Chamber of Commerce, in their original recommendations, dated July 1870, as to the shipping and stowage of jute in vessels bound from Calcutta to Dundee, suggested that the cargo should not be stowed close to the deck, but a clear space of at least 6 inches be left between the topmost bales and the deck planks; considering, however, that the word *planks* was somewhat ambiguous they have since resolved that the word *beams* shall be inserted instead. In reply to the Chamber's letter on the subject your Committee said that as the amendment involved so considerable a loss of room in vessels engaged to carry an article in which the merchants of Dundee were largely interested, the proposed plan should be initiated by themselves; that to leave so much space unoccupied for the purpose of improving the ventilation of the cargo would entail a heavy loss to the ship unless it were compensated for by a corresponding advance in the rate of freight; but that if importers of jute were prepared to secure the advantage derived from freer ventilation by paying for it, there would be no difficulty in effecting arrangements on terms satisfactory to shippers and shipowners.

Adhesive Stamps for Bills of Lading.

The expediency of legalising the exclusive use of adhesive stamps for bills of lading has recently been the subject of an interview with the Collector of Customs, by whom it was brought under your Committee's consideration.

The rule at present under the Stamp Act, XVIII of 1869, is that a bill of lading shall bear an adhesive stamp of the value of four annas, which shall be defaced at the stamp office by a cold-steel die; and under ordinary circumstances the plan works fairly well: but in busy times the delay caused by the compulsory application of the die is liable to press heavily on shippers of produce.

The proposed use of the adhesive stamp without the formality of defacement will therefore obviate the inconvenience of such delay, and expedite the despatch of business.

The Committee were of opinion that the proposed change would be attended with considerable convenience and received with the approval of the commercial public.

From Chamber of Commerce to Collector of Customs.

Calcutta, 24th October 1872.

I am requested by the Committee of the Chamber, with reference to their interview with you yesterday regarding stamps on bills of lading, to inform you that the proposed change, from a stamp first fixed as an adhesive one and then struck out with a steel die, to a simple adhesive stamp, is one that will meet with the approval of the commmercial community.

The Committee do not at all agree with the original proposal for bills of lading to be on water-marked paper and printed at a Government Press; water-marked paper, as Colonel Tennant says, will not only be too cumbersome and heavy, but as each separate shipowner or shipper has a distinct bill of lading for himself, the printing of so many distinct forms will be an impossibility.

The rule at present is that the bill of lading shall bear an adhesive stamp which shall be destroyed by the die; and under ordinary circumstances the plan works fairly well: but in the busy shipping season the delay entailed by the compulsory application of the die has been found to press heavily on shippers of produce, and more notably so at the close of a mail in the indigo season. The proposed use of the adhesive stamp alone

will obviate that inconvenience, and the Committee gladly advocate its adoption.

One objection has been raised to the suggested alteration, *viz.*, that bills of lading will be taken either in whole sets or in parts without *any* stamps, and that the Government revenue will suffer accordingly: but the Committee are of opinion that this argument will not bear discussion. Bills of lading for goods hypothecated to the purchasers of respective bills of exchange would of necessity be stamped as the hypothecation would be otherwise incomplete. In the same way the Government revenue would be secured as regards bills of lading representing goods sent free or without hypothecation as without those documents duly stamped the contract between the ship and shipper would be incomplete and their conditions could not be enforced. The shipper of such goods would therefore, for his own safety, see that he obtained a legal and fully binding instrument to protect his property.

Customs.

The Committee have been in correspondence with the Board of Revenue on a proposal to re-classify certain cotton goods with the view to a fairer incidence of customs duty. It was represented that many of the T. Cloths now imported are of a class totally different from that which was apparently contemplated by Government

when the valuation was fixed at 9 annas per lb., and that both importers and the customs authorities were at issue regarding the character of these manufactures, the latter contending that T. Cloths woven from fine yarn were of not less value than other descriptions which were assessed for duty at the higher tariff value of 11 annas per lb. It was also proposed to include *Long-cloth* among the articles paying duty at that higher value.

The Committee in reply to the Board said that they did not dispute the equity of the principle that all importers should be able to deal on equal terms, and that no merchant should have advantage over another in respect of any provision in the Customs Tariff; they entirely acknowledged that principle and would always be glad to support its practical adoption and application; but it appeared to the Committee that the present reference involved the consideration of a point which affected not only the interests of importers here but of the merchants of Madras and Bombay and other places as well, and that it would be premature to introduce into the Tariff—since the consolidated Customs Act is applicable to all ports subject to the Government of India—any alteration in the

valuations of articles of imported merchandise until the Board were in possession of opinions which might reach them from all quarters.

The importation into Bombay of finer makes of T. Cloth were, as the Committee believed, on a proportionately larger scale than receipts of similar cloth into this port, and the importers there might shew good cause why the Tariff valuation of that class of goods should not be disturbed : Madras and Rangoon might also be justified in deprecating any change ; and under these circumstances the Committee would, for the present, prefer to let the Tariff stand as it was, even though they were of opinion that, in some instances, imports into Calcutta were dealt with with comparative liberality.

As the Import and Export Tariffs have been in force upwards of three years, and as the trade of the country has undergone many changes in that time, the Government might perhaps think it expedient to review their provisions ; and in that event the Committee would be happy to render any assistance which their practical knowledge and experience might enable them to render.

Difference between T. Cloth and 39-inch Grey Shirting.

From the Board of Revenue, L. P., to Chamber of Commerce.

Calcutta, 16th August 1872.

Customs.
A. Money, Esq., C. B.

A case has recently come before the Board which turns upon the question whether certain cloth is T. Cloth or not. As the Tariff under the Customs law amended by Act XIII of 1871 does not contain any authoritative definition of T. Cloth, nor is such definition given elsewhere, the Member in charge feels that the present question can only be properly answered by persons who possess a practical knowledge or experience of the cloth. Mr. Money will, therefore, be much obliged if the Chamber would favor him with information as to what in their opinion constitutes T. Cloth, and whether the accompanying sample can claim to be so considered.

The return of the sample is requested

From Chamber of Commerce to the Board of Revenue, L. P.

Calcutta, 23rd August 1872.

The Committee of the Chamber of Commerce desire me to state for the information of the Board, in reply to

the reference submitted in your letter No. 506 of the 16th instant, that in the judgment of the Committee and of others qualified to express an opinion on the subject, to whom the sample was submitted, the cloth in question cannot claim to be considered as a T. Cloth, and that it is essentially of a quality and description which should justify its classification as a 39-inch Grey Shirting.

The difference between a fine T. Cloth, wax-finished and glazed, and a square make of Shirtings finished in same manner, is difficult to define, as the yarns from which both are made somewhat similar in quality. The usual distinctions between T. Cloth and Shirtings are:—

1*st.*—The former is a square make having equal number of threads in both reed and pick; shirtings vary.

2*nd.*—Till lately, T. Cloths coming to India have always been 32-inches wide, some have come in within the last few months as much as 72-inches in width, and as narrow as 25-inches, but

3*rd.*—The length is *always* 24 yards; shirting being 39.

4*th.*—T. Cloth generally has a "fad" or fringe, which shirtings have not.

5*th.*—The yarn, as a rule, is coarser in T. Cloth than in shirtings.

The sample received with your letter is returned herewith.

The Floating Bridge.

Many inquiries having been made as to what was being done in the matter of the long-talked of floating bridge and no definite information being available on the spot., Mr. Bradford Leslie, who was superintending its construction in England, was written to on the subject, and the following reply was obligingly given by him, and published in the Calcutta papers of 8th August for general information.

Mr. Leslie has returned to India, and rapid progress may now be expected in a work of great public necessity, the postponement of which has been attended with inconvenience to passenger traffic between Calcutta and Howrah and the interests of local commerce generally.

From Bradford Leslie to Chamber of Commerce.

8 *Victoria Chambers, Westminster, 12th July* 1872.

At the present date the actual state of progress with the Hooghly bridge is as follows, viz., contracts have been let for the supply of all the ironwork for the pontoons and girders, delivery in London to commence in August 1872 and to be completed in May 1873.

A fair start has been made with the erection of the pontoons, and the iron for the girders is now being rolled. Tenders are about to be invited for the adjusting gear for moorings and iron work of superstructure. Some surplus anchors belonging to the port of Calcutta will be used for mooring the bridge, and the balance of the ground tackle will be provided in England.

The abutments for the bridge will be built in the ensuing cold season, and the timber for the superstructure will be provided, so that it will all be ready by the time the iron work arrives in Calcutta and is erected.

The land approaches will be formed next cold season so as to give them time to consolidate.

If the manufacturers deliver the iron work within the contract time, I trust that the bridge will be completed and opened for traffic by the end of April 1874.

The iron manufacturers here experience great difficulty in obtaining supplies of the raw material ; but the contractors who have undertaken the pontoon work make their own iron, and those who are doing the girder work have made arrangements for getting it from a first rate firm in their own immediate neighbourhood, and therefore I hope there will be no hitch in the due performance of these contracts.

Railway Traffic Returns.

The Committee desire to record their obligations to the East Indian and Eastern Bengal Rail-

way Companies for the valuable statistics contained in the returns furnished for the use of the Chamber; and it is gratifying to the Committee to testify to the consideration with which their applications have been invariably received, and the prompt attention with which they have been complied.

Members will have noticed that the weekly returns of cotton received by rail at Howrah, and of merchandise despatched from that station, now exhibit the places from which the former is sent for this market, and the destination of piece goods and metals from Calcutta.

To enable the Committee to form an approximate estimate of the amount of merchandise transported from Bombay to the up-country markets ordinarily supplied by Calcutta, they requested the Agent of the Great Indian Peninsula Railway Company to furnish returns somewhat similar to those issued by the East Indian Line, and the Committee have much pleasure in acknowledging his ready co-operation

Tonnage Schedule.

The last half-yearly Report contained the fullest information as to the action taken by the Chamber regarding the Tonnage Schedule.

It recorded the result of the Special General Meeting held on the 12th February, when it was decided to rescind the Schedule passed on the 16th December previous, and to re-adopt that which had been in force since 1859; it also gave the views expressed by the Ship-Owners' Associations of London and Liverpool as to the inexpediency of disturbing the Schedule of December.

On this occasion the Committee find it necessary to revert once more to the same subject by including in their report the further action of the Chamber, which arose under the following circumstances.

The last General Meeting of the Chamber was held on 31st May, at which the Schedule again formed the subject of discussion; and a formal requisition was handed to the Chairman for a Special Meeting, under Rule 17, to consider the matter; in compliance with which a meeting was held on the 14th June, when the following proceedings took place.

The Chairman, Mr. Murray, having read the requisition, said that the present movement had arisen from representations against the existing Tonnage Schedule, made by the principal ship-

owners at home. Though he did not personally agree with all that had been said, he thought the matter was sufficiently grave to call for a reconsideration by the Chamber. The objections to the existing Schedule resolved themselves into the four following, viz :—

1*st.*—That Jute and Cotton of *any weight* up to 400 lbs. per bale might be shipped without question as to weight.

2*nd.*—That Jute and Cotton are calculated for freight by the ton of 5 bales not exceeding 52 cubic feet, instead of by the more equitable method of 50 cubic feet, without reference to the number of bales.

3*rd.*—That measurement of Cotton at the *Screw-house* is expressly allowed.

4*th.*—That Linseed and Rapeseed are declared to be dead weight.

With regard to the first objection, only a few words would be requisite. The Schedule of 1859 now in force, when first adopted, simply specified the ton of Jute and Cotton as 5 bales. Subsequently, in 1868, when the practice of screwing

heavier Jute became general, a circular was addressed to the Members, and in accordance therewith, the standard bale was fixed at 300 lbs., and later copies of the Schedule contain this; the ton being there distinctly specified as "5 bales of 300 lbs. each." The foot-note being now simply added as a guide.

As regards the second objection the Chairman considered that the alteration affected large interests, besides ships, and he was against any change being suddenly made in so important a matter. The experiment had been previously made and had failed. Up to 1853 there had been no Schedule, authorized custom being the rule. The custom was that Jute and Cotton were taken at 5 bales to the ton. In 1853 a tonnage Committee was appointed, who framed a Schedule which was adopted by the Chamber. According to that Schedule, the ton was fixed at 20 cwt. and 50 feet. Linseed and Rapeseed occupying more than 50 feet to the 20 cwt. (at which they had previously been taken,) were rated at 18 cwt., and Jute and Cotton at 50 feet without reference to the number of bales. This Schedule was found to be unsuited to the conditions of our port, and the unwritten law of custom, established by long

usage and general consent, was again the almost universally accepted standard; so much so that in 1859 a fresh tonnage Committee was appointed, and the Schedule, now in operation, was the result of their labors, and was accepted by the Chamber. As this Schedule has been virtually in operation for so many years, and as it affects so many different interests, he, the Chairman, was averse to any abrupt change. In the matter of Cotton it was impossible to screw down to 50 feet for 5 bales along side, considering the distance $\frac{3}{4}$ of the Cotton exported had to be carried by railway.

As to the third objection, place of measurement, the Chairman thought the last land touched was the fair and equitable place for the measurement to be taken; the goods would be beyond the control of both the baler and commander of the ship; and he hoped that in a very short time arrangements would be made to give effect to this.

In the fourth objection the Chairman was, individually, in accord with the requisitionists, and for the same reason that he differed from them on another point, viz., that it introduced an abrupt and sudden change in old established customs: Linseed and Rapeseed had never, in his

opinion, been considered *dead weight*, in its strict acceptation, and he thought they should be taken to stand in the tonnage schedule, as they have always stood, as "Seeds".

He would, with these few remarks, call on *Mr. Willcox* of *Messrs. Turner, Morrison & Co.*, whose name stood at the head of the requisitionists, to move his resolutions, keeping them perfectly distinct as to each separate point.

Mr. Willcox introduced his resolutions by submitting to the meeting the following letter enbodying his views, which he had previously circulated.

"Owing to constant disputes occasioning numerous references to the Chamber, to say nothing of endless lawsuits, it was last year considered imperative that the then existing Tonnage Schedule should be revised.

"The Committee therefore, assisted by other Members had, after a most careful deliberation, so altered the old schedule as they considered necessary to meet the exigencies of the case, and submitted the amended form at the meeting held

on 16th December, when the same was passed and adopted. The principal changes that had been made referred to "dead weight" and the measurement ton. With regard to the former, the opinions expressed by the general body of merchants and agents here in the case of the ship "Innocenta," submitted by Messrs. Ralli Brothers, clearly evinced the great necessity that existed for having a clear understanding as to the term "dead weight," which had not in the previous schedules been defined. By a large majority it was decided that the seeds were not "dead weight," and this alone should have been sufficient to settle the question, and determine a rule whereby no possible dispute could in future arise, for it surely is unreasonable to include in the category of "dead weight," which is another term for "ballast," an article which is not so, for iron ships with very rare exceptions cannot stand up when loaded with seeds only as ballast; the question then arises what "seeds" are to be called, and we can see no objection to letting them remain "seeds" for which a separate stipulation in charters and engagements should be made.

"With regard to the measurement ton, considering the vast strides which have been and are

being made in improving the means for screwing bales, it was considered, and we think justly so, that an alteration from the old easy going-system of "5 bales" to that of "actual measurement" would be more equitable and would soon be found to work more satisfactorily. We believe it to be a fact that a great many of the screws are capable, with proper care and by the use of lashing of sufficient strength, of placing 5 bales of jute (300 lbs. each) measuring 50 cubic feet alongside a ship; some proprietors even profess to be able to do so at less than this; the benefit of "actual measurement" in such cases is of course patent. There are doubtless several very old establishments in the Town of Calcutta which cannot accomplish the 50 cubic feet, but as the proprietors of most of these will probably, under the new Jute Act, find that it will be more advantageous for them to build new ones in the suburbs, rather than comply with the terms of the Act, it is reasonable to suppose that the late improvements in machinery will be adopted, and they will thus be in a position to reap the benefit of the "actual measurement" system.

"Our remarks so far apply more especially to *jute* as being our principal staple, for as to *cotton*,

there can be no doubt that a far greater necessity exists for reform. It is urged that the higher rate of freight now usually paid for cotton, under the present system, compensates the ship, but this is not so, for the stowage is so completely disarranged by the bales being of all sizes and shapes that we think a much greater allowance than is currently made is requisite to cover the loss sustained in this manner. From the shipper's point of view, we cannot see that any fair objection to actual measurement can be raised, for their contracts with the screwers will be arranged accordingly, and they will know that freight will have to be paid on their goods as actually shipped, the justness of which cannot be questioned. The other minor alterations in the old schedule do not demand any special notice.

"Now as to the mode to be adopted for taking the actual measurement, it is needless for us to repeat the rascalities which are now practised to the detriment of the ship and to the disgrace of the port; they have been thoroughly exposed and admitted by some screwers and by most of our shippers. Various plans have been suggested for remedying this. The screw-house measurement of cotton, as was carried at the meeting of

12th February, was a retrograde movement entirely, in-so-much that it had hitherto only been established by "custom," that it was usual for cotton to be measured in that manner, whereas the adoption of it as a rule of the Chamber made it absolute, thereby openly encouraging a glaring evil, which, as before said has been admitted by most; but should have been apparent to all engaged in the trade.

"The measurement on a special wharf or at the jetties, if such were possible, has such difficulties attending it that we think the system is almost impracticable. In the first place the whole parcel it is intended to ship should be placed there before measurement is taken, and in the second the labor and expense of transporting it to and from would be excessive. The first objection applies also to measurement at the screw-house or nearest shipping wharf, and in addition to which there arises the undesirableness of exposing the shipments, which would be without cover, to the inclemency of the weather.

"Measurement at the ship by sworn measurers appears to us to be the only feasible solution of the matter, and the only plan by which an equita-

ble adjustment of the difficulties to all parties can be secured; and when it is shewn the easy manner in which it can be accomplished, we trust that the "opposition" will admit the justness of the proposal and vote in its favor.

"During 1871 the export of Jute and Cotton to the United Kingdom alone amounted to one and three quarter millions of bales, which we take as the basis of our calculations, being, we consider, a safe figure, as it may fairly be expected that the quantity will increase, or at all events not decrease, yearly. The comparison *so far* shews a large increase.

"Now a levy of half an anna per bale (to which trifling fee shippers could scarcely offer any objection) on these would amount to Rs. 54,687 yearly or Rs. 4,557 per month.

"This sum would admit of the employment of one Head Measurer at Rs. 500 and eleven others at Rs. 350 per month, totalling Rs. 4,350, leaving a balance of Rs. 207, which would be sufficient for incidental boat hire, &c., (for the ships' dinghees would, as a rule, be in readiness), and we think that such salaries should be sufficient to secure trustworthy men for the work. If the

average export reaches two millions of bales, which is more than probable, it would allow of Rs. 550 being paid to the Head Measurer and Rs. 400 to each of the other eleven, leaving a surplus of Rs. 258 per month. In these calculations we have not taken American and other measurement exports into account, so that the funds available at half an anna per bale will be considerably in *excess* of the sum we have taken.

"The average number of vessels which were loading at one time from 1st January 1870 to May 1872 for London, Liverpool, Dundee and the Clyde was 36, the maximum being 66. The average during the busiest months of the two years, say from September to March inclusive, was 44, and the average number of American ships which were loading at the same period was 7, making in all an average of 51 ships and steamers loading simultaneously, that would, in all probability, at one time or the other require the services of a measurer. The river frontage at which such vessels are principally moored extends over about 1½ to 2 miles.

"For the work to be performed ten measurers in attendance would be quite ample, which would

allow of two being absent at times, and we think that if five per cent. of the bales were retained on the deck of the ship the arrangements could be so made that the measurer should visit a sailing vessel at least twice a day if required, which would not necessitate more than 20 to 25 bales being kept on the deck at one time ; in the case of steamers the measurers might be so apportioned that they might attend on board whenever signalled for. In cases when measurers would be required before or after hours, as might sometimes be the case with steamers, special arrangements could be easily made, the vessel paying a certain fee.

"With regard to the selection of the bales, if it is objected to that the mate alone should choose the bales to be measured, which probably would be the only means of at first preventing "dummy" bales being screwed, which would be highly desirable, a system might be adopted by which a certain number should be chosen, and as each bale representing that number appeared it should be set aside, say every thirteenth, seventeenth, twenty-third, or any number out of each boat, the number to be fixed upon by the mate on presentation of the boat note, which would

effectually prevent any packing of the boat. Either plan would soon prove to the screwer the benefit of having small even bales. The bales, as some time ago decided by the Chamber, should be measured at the largest part.

"It is sometimes thought that the ship gains by the amount of screwing that is employed in her stowage, but it only requires a visit to one of them to prove the fallacy of the argument. In the loading of steamers there is little or no attempt made to screw, in the actual sense of the word, and in these days where despatch is the paramount object, the amount of screwing which is practised on board sailing vessels is not much more than sufficient to force a bale into an aperture into which its own weight will not carry it.

"Most of the screw-houses are on or near the banks of the river, and under the Jute Warehouse Act we shall soon doubtless see almost all of them in those positions; the advantage therefore of shipping the bales off to the boats at once to be measured at the ship, must, we think, be admitted. Several screwers, whose opinions have been sought, concur with, and some have shewn their willingness to accept and act upon, the proposition.

"Our resolution therefore is that the revised tonnage schedule as passed at the meeting of the 16th December be re-adopted, and that measurement be taken on board the ship by "sworn measurers,"—both to come into force on 1st January 1873."

TURNER, MORRISON AND CO.

Mr. Willcox then submitted the 1st Resolution, which was seconded by *Mr. J. Y. Macknight, viz.*

That the measurement of Jute, Cotton, and other articles similarly packed, be taken at 50 *cubic feet per ton, instead of* 5 *bales per ton not exceeding* 52 *cubic feet.*

The Hon'ble Mr. Bullen Smith, deprecating, as he did, frequent changes in such a matter, would rather the vote of February had been left undisturbed for a time; but as many members thought the question should be re-opened at once and had brought it up, he felt bound to concur in their views and had much pleasure in seconding Mr. Willcox's resolution. He pointed out that the alteration proposed had decided practical advantages, among others that of relieving from a disability the owners of jute or cotton screwed at

superior presses into less than 52 feet, but who under the existing schedule had to pay freight on 52 feet notwithstanding; as a secondary advantage, he also pointed out that the proposed alteration would bring the Chamber's schedule as regards cotton into conformity with the scale current at all other Indian and China cotton ports, with the exception of Rangoon, where he understood cotton was shipped by weight. The change would also conform to the Chamber's own schedule for gunnies and gunny cloth in screwed bales which had long been 50 feet, and he could not see any valid reason for the difference. Mr. Bullen Smith remarked further that the objections urged against the proposed alteration were of a very vague and general character, that it was new, that it was not liked by many, &c.; but he thought that it was incumbent on those who opposed a proposition of this kind to bring forward definite practical objections, which could be weighed against positive advantages, such as those he had mentioned. For his own part he thought the change to a ton of 50 feet was in every way desirable, and he would strongly support the resolution.

Mr. VanCutsem deprecated the frequent re-

opening of this tonnage question, a schedule having been voted as recently as the 12th February by a large majority.

Mr. Willcox's proposal as regards the measurement of jute and cotton was no doubt an improvement upon the resolution which Mr. G. H. Morrison proposed, and Mr. Willcox seconded at the last meeting, and which, it would be remembered, was substantially that the measurement should be taken on board or alongside of the ship ; that the Captain or Chief Officer should be at liberty to select the largest bales for measurement.

It was now proposed that the measurement should be ascertained at the ship by a sworn measurer, but Mr. VanCutsem thought there were strong objections against any plan involving measurement at the ship, and felt sure that most shippers would be of the same opinion.

Supposing Mr. Willcox's proposal was adopted, Mr. VanCutsem did not see why the merchant should be called upon to pay the expenses of a system adopted entirely for the ship's benefit ; whilst admitting that the present system of measurement was by no means perfect, he thought its evils were a good deal exaggerated, and was

of opinion that it would be a pity to adopt even as a tentative measure a plan which was open to serious objections, considering that there was every reason to believe that, with the extension of the Jetty system, and the co-operation of the Port Commissioners, and the East Indian Railway, we should soon have materials at our disposal for arriving at an arrangement which would be satisfactory to all concerned.

With regard to a general revision of the Tonnage Schedule, Mr. VanCutsem thought the one we had been accustomed to for so many years had on the whole worked satisfactorily; but if any change were to be made he would certainly not advocate adopting the Schedule of 16th December, but would recommend that the work should be done thoroughly; and the Committee of the Chamber should, in that case, collect information with the object of framing a Schedule which would have the merit of scientific accuracy.

AMENDMENT—proposed by *Mr. E. VanCutsem*, seconded by *Mr. John Ralli*, *viz.*

That no change should be made at present in the ton of Jute or Cotton, but that the present ton

should be maintained, together with the whole schedule of the Chamber as voted on the 12th February.

That the Committee of the Chamber should, however, be invited to collect full information on the subject by communicating with the Chambers of Commerce of the chief shipping ports in Europe and America, with the object of framing a schedule based upon scientific principles.

The amendment was put to the vote and lost; and the original proposition was then put and carried.

Mr. Willcox also proposed the 2nd Resolution, which was seconded by *Mr. Macknight, viz.*

That measurement be taken on board the ship by sworn measurers on a certain proportion of the bales as suggested by the proposer.

Mr. Bullen Smith begged to move an amendment in the following terms:

That no change be made in the present mode of measurement till a final reply be received from the Port Commissioners to the communication made to them by the Chamber on the subject.

He hoped none would suppose, from the fact of his moving this amendment that he was satisfied with the existing state of things as regards measurement, but he thought that as the Chamber had referred to the Port Commissioners it was only right and reasonable to await any proposition they might have to make before committing ourselves to the new scheme now proposed, and from which we would again have to change back if the Port Commissioners were able to propose a system of still greater benefit. He thought the propriety of the course he proposed was the more obvious, that the Commissioners, he understood, were seeing their way in the matter, and hoped at no distant date to propose the establishment, on a convenient site, of what would correspond to the Bombay Cotton Green, where all cotton would be housed, examined, and measured under proper superintendence. With such a system most of the existing evils and causes of complaint would disappear, and the speaker believed that the advantages would be so apparent that jute measurement would soon be brought under similar control with the consent of all concerned.

The amendment, seconded by *Mr. W. Douglas*, was put to the vote and carried.

THE 3RD RESOLUTION—proposed by *Mr. Temple Willcox*, seconded by *Mr. J. Y. Macknight*.

That the term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all metals,
was put to the vote and lost.

THE 4TH RESOLUTION—proposed by *Mr. W. F. Stutz*, seconded by the *Hon'ble J. R. Bullen Smith*.

"*That the Schedule of* 12*th February* 1872 *shall stand as already passed, with the exception that the measuremeut of Jute, Cotton, and other similarly packed articles, as now proposed and adopted, shall take effect from* 1*st July* 1873,
was put to the vote and carried.

THE 5TH RESOLUTION—proposed by the *Hon'ble J. R. Bullen Smith*, seconded by *Mr. Thos. A. Apcar*.

"*That from and after the* 1*st September* 1872 *the following articles be included in the Chamber's Tonnage Schedule, viz., Aniseed at* 12 *cwt., Ginger at* 12 *cwt., Oats at* 12 *cwt., Turmeric at* 12 *cwt.,*

Members retired.

Messrs. Lyall, Rennie and Co., Messrs. D. Freck and Co., Mr. T. M. Robinson, *Managing Director of the Bengal Coal Company,* and Mr. H. Knowles, *Agent of the Borneo Company,* have ceased to be Members.

Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 2,662-11-6, exclusive of the Reserve of Rs. 12,000 in 4 per cent. Government Securities.

J. C. MURRAY,
President.

REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st November 1872 to 30th April 1873

Calcutta:

PRINTED BY CONES AND CO., No. 19, LOLL BAZAR.

1873.

Proceedings of the half-yearly General Meeting of the Bengal Chamber of Commerce held on Saturday, the 31st May 1873.

Mr. J. C. Murray, President of the Chamber, in proposing the adoption of the report, spoke as follows :—Gentlemen,—My remarks on the work of the Committee contained in our report for the last half-year will be few.

In the first place, I suppose there is but one opinion regarding the abolition of the obnoxious income-tax, and the flourishing condition of the Government finances. I am sorry, however, that the sound principle of using surplus balances for the extinction of existing debt, and of providing for reproductive public works by loan, has been departed from. The result of the mode adopted is financially the same, but the principle is a sound one, and should have been adhered to.

On the publication of the draft of the Labor Districts Emigration Bill, the Committee at once addressed Government on the subject, objecting to the bill on general grounds, and they further called a large Sub-committee to take the details of

the bill into consideration. The Sub-committee held several sittings and have carefully gone through the bill, section by section; their report is now in course of preparation, and will be duly submitted. In the meantime the bill, as amended by the Select Committee of the Council, has appeared in the *Gazette*, and it is gratifying to find that the objections urged by your Committee have had weight enough to effect a modification of the objectionable clauses. There are still, however, some clauses retained which the Sub-committee consider open to serious objection, and as this Committee was composed of merchants experienced in the management of tea estates, their practical suggestions are entitled to every respect and consideration by Government.

Octroi duties have again received attention from the Committee during the past half-year. It has been acknowledged by Government that in at least one large town the octroi had assumed the shape of a "transit duty," and the Committee have instanced to them the case of another town of large importance commercially a few years ago, to whose decline the introduction of the octroi and the vexatious mode of its collection has greatly contributed. It is matter of opinion whether a town does not follow a short-sighted policy in adopting octroi duties for its municipal

purposes. If it does adopt it, the greatest caution is necessary in its administration. From its very nature it tends to cripple trade and hinder its expansion ; but, if in addition it be carelessly or vexatiously worked, the trade is sure to decline rapidly, being driven off to other and more liberal channels. If the imposition of an octroi is objectionable, even when levied on the trade of the town itself, it is still more objectionable when through traffic is taxed ; it is simply making one town pay for the municipal and sanitary arrangements of another. The Committee have just heard—too late to include the correspondence in the report—that measures have been taken to stop the objectionable practice hitherto prevailing in the towns of Umritsur and Bhowani. I believe myself that the trade of the latter can never be fully restored, though the relaxation of the octroi rules may recall a portion of it. The proposed introduction of a system of drawbacks on re-exports in the former town is a step in advance, and should have been adopted from the beginning. The action taken by your Committee has been, therefore, so far beneficial, and they hope that Government will carefully watch the working of these duties in such other towns as may have adopted them.

The next subject in the report is the Government

estimate of the cotton crop in the North-Western Provinces. You will see from the correspondence that the Committee questioned the accuracy of these estimates; this elicited a second and very interesting communication from the Government, which has come in since the publication of the report, and which the Committee have not yet had time to analyse carefully. It will appear in our next report. The previous estimates appear to have been modified; and the ratio of consumption inthe producing districts has also been reduced, principally on the ground of the use of Manchester manufactures being larger than was originally estimated. The modified estimate of consumption of English and country-made cloth is put down as 60 and 40. It has hitherto been supposed by those conversant with the trade that English cloth did not find its way into common use by the masses except to a small extent, and I was, therefore, surprised to see so large a proportion as 60 per cent. of the whole allotted to Manchester; it is so contrary to our preconceived ideas on the subject. Both the first and second communications from Government are accompanied by long figured statements of considerable interest, but which are not printed, as they would have swelled out our report too much; they are open, however, to the inspection of members who may desire to study them. Your

Committee have applied to the Department of Agriculture for similar returns of the yield of Rajpootana and other cotton-producing districts not included in the North-Western Provinces, so that we may hope to obtain reliable estimates of next year's yield throughout the whole of India.

The subject of tariff valuations is too large a one to be discussed here. There is no doubt that additions and alterations are needed to meet the present requirements of our trade. These can only be arrived at by a patient investigation of the whole question by Government, and the united Chambers of Commerce in India. Your Committee have prepared the way for this, and have been promised the co-operation of the two important Chambers of Bombay and Madras, as well as that of Manchester.

The only other subject in the report requiring remark is the proposed concentration of Marine offices. His Honor the Lieutenant-Governor proposed, by the capitalization of the purchase-money of the old Sudder Court, to provide the funds necessary to effect the concentration of not only the Marine but also of all the Bengal offices, in the same or adjacent buildings. I heard yesterday that the sanction of the Imperial Government to the proposal has been received, and the work

will now be proceeded with. The site chosen is Writers' Building on the North, and the present Custom House on the West of Dalhousie Square, both of them already the property of Government.

I have now briefly to mention a few other subjects that have come before the Committee since the preparation of the report.

The assimilation of the Indian to the English Act in respect to stamps inadvertently spoiled. The Home Act allows renewal 6 months after *spoiling*, the local Act limits the time to 12 months after *purchase*, and representation has been made to the Committee of the loss to the exchange banks who are forced by the nature of their business to hold a large and varied stock of stamps.

Your Committee have also had brought to their notice the inconvenience and loss to exporters by sudden changes in the standard of cotton in the London market. They have addressed the Cotton Brokers' Association on the subject, and the result will be duly notified to members.

The Committee have also received two com-

munications from Government regarding the extension of Telegraphs ; the first being from Rangoon to the rising port of Bassein, thence to Diamond Island. Bassein is a large port, with an increasing trade, and Diamond Island is the natural place of call for "seeking" ships. The Committee have, therefore, had pleasure in adding their support to the strong recommendations of the merchants of Burmah. The second proposed line is from Cuttack to False Point. Though the Committee have expressed doubts as to the financial success of this line, they have recommended its construction for meteorological and other purposes.

The Foreign Office has asked the Chamber for suggestions as to the working of the trade with Yarkand under the lately concluded treaty with the Ataligh Ghazee. The Committee have had the matter under consideration, but the information they possess is but scanty ; they have no doubt the new Committee, with whom will rest the disposal of the question, will be glad of any aid that can be given them by members who may have some knowledge of the subject.

There are only two other things of local interest that I need mention before proposing the adoption of the report.

The first is with reference to the Floating Bridge. The pontoons are all here, and the first pair will be fixed in position next springs. Portions of the iron work have not yet arrived, but Mr. Leslie has gone home to push on the despatch, and will be back in October. There are hopes that the whole work will be completed, and the bridge open for traffic in twelve months.

The next matter of local interest is that the Eastern Bengal Railway has received the sanction of the Government for the extension of the line to the river bank at Chitpore, which will be a great convenience for the traffic in produce from Eastern districts.

I think these are all the remarks I need make, and I will now propose—"*That the Report of the Committee of the Bengal Chamber of Commerce for the half-year ended 30th April* 1873 *be received and adopted.*"

The Hon'ble Mr. BULLEN SMITH said—I thought it was customary for one of the executive to second the adoption of the report; but I have much pleasure in responding to your request, Mr. President. I have only one or two remarks to make upon the subject which first

meets us in the report, namely, the Labor Districts Emigration Bill. I may say that when I first saw that this bill had attracted the attention of the Bengal Chamber of Commerce, and that the Committee had addressed Government regarding it, I was somewhat surprised, because I believe there has for the last 12 or 15 years existed an understanding that matters of this description lie more within the province of the Landholders' Association than that of this Chamber; and acting upon such an understanding, the Chamber has abstained from taking any notice of Act X, and various other Acts, relating to the agricultural districts of the country. I don't in the least regret that the Committee of this Chamber have taken this matter up. On the contrary, our thanks are due to them for having done so. But I desire to say that I think it will be of very great importance, in the further communication which you contemplate sending in to Government, that you should be very careful. If you do not act altogather in conjunction with the Committee of the Landholders' Association, it should be seen that nothing proceeds from this Chamber in opposition to the views of another body more directly representing the tea interest. Nothing will be more hurtful to our cause than that Government should be placed in the position of having to choose between conflicting

statements coming from two bodies whose opinions are entitled to weight. That is not the position in which we should place the Government. I am the more induced to make these remarks, because, in the preliminary letter written by the Chamber, I find there are three paragraphs in which views are expressed which diametrically run counter to the opinions which have been expressed on former occasions, regarding this question of labor contract. I am not sure whether the expression made use of at the bottom of page 7 is one used by the Committee originally, or whether it is a quotation from some Government document. But I believe there is no person connected with tea who would not distinctly repudiate the epithet "a class of contractor" being applied to that individual whom three or four years ago we were lucky enough to call into existence as a garden sirdar. If I understand the whole tenor of the legislative discussion on this subject rightly (my friend, Mr. Sutherland, who was then in Council, will correct me if I am wrong) the idea was to separate as widely as possible this system of what I may call domestic emigration by means of garden sirdars from the former system by means of contractors and agents. The whole tenor of legislation was, as far as possible, to separate all connection between these two classes of men, and certainly the garden sirdar, although to a certain extent he is a recruiter, in so far that he

induces coolies to go to a garden, is in no sense either a recruiter or contractor, as these words have been all along understood and used in the Labor Bills. And for that reason the expression used here, "a class of contractor," cannot correctly apply to garden sirdars. The sirdar makes no contract, and the laborer is under no contract whatever, till he is put under such by the Government agent.

The second point to which I wish to draw the attention of the meeting is a most important one, namely, the recommendation of the Committee of the Chamber for the opening of a central depôt for the laborers brought here by garden sirdars. I very unwillingly occupy a position of antagonism to the Committee, but I do not hesitate to say that anything in the shape of a central depôt is, to my mind, a thing to be deplored. And more than that, I believe it will be found in the records of the Landholders' Association that the subject has been brought forward more than once; and for many reasons, and chiefly for the strong medical opinion pronounced against it, this proposition has been always condemned. The essence of all successful emigration is to get away the men from Calcutta by the least possible delay; because it has been found that disease is more likely to break out among the coolies when they are congregated in large numbers, and the occurrence of

many deaths has a most depressing and injurious influence upon those not actually attacked. I am not speaking merely theoretically, but from my own experience, and I think we have sent within the last few years 2,000 laborers to Cachar through these garden sirdars. We have found it of the utmost importance to reduce their stay in Calcutta to the minimum.

The only other point is the strong expression of opinion which is given unreservedly against the use of native boats in the last paragraph of the Committee's letter. Now, if this had been put in solely with reference to Assam, I should have been disposed to concur in it, because I believe a prosperous voyage for coolies to Assam in a native boat is almost impossible. But if it is applied to the districts of Cachar and Sylhet, then I say, that the Committee in recommending the Government to prohibit the employment of native boats, has set its face against a system which is preferable to all other systems. This is not a theory or an opinion, but it is an absolute fact. The native laborers travelling in these boats go in small numbers ; they stop where they like, cook where they like, and are unencumbered by all the numerous regulations which exist on board of steamers; and I say it is a matter of fact, in which I hope some of the gentlemen

present will bear me out, that there is no better system of emigration transport to Cachar and Sylhet than that of small bodies of coolies proceeding in native boats. We have found that, as a rule, men proceeding thus have arrived in the gardens not only without the occurrence of any deaths on the way, but in very good health.

Now, Mr. President and Gentlemen, I hope the spirit in which I make these observations will not be misunderstood. Far be it from me to undervalue anything that goes forth from this Chamber. But knowing as I do what has gone forth from the Landholders' Association and others, and knowing the actual results of the practical working of the subjects I have spoken about, I think it right to mention what my experience has been, in the hope that any further representation which may go up from this Chamber will be one which will coincide with the views of the bulk of those employed in tea, and with previous expressions of opinion on the points under notice. In all other respects, I have great pleasure in seconding the adoption of the report. It shows the continued attention the Committee have given to the mercantile affairs of the city.

The CHAIRMAN—I am much obliged to you, Mr. Bullen-Smith, for the remarks you have

made. In the first place I may mention that before the Committee took any action in the matter, I was careful to call upon the Secretary of the Landholders' Association; and we were agreed upon the principal grounds of our opposition to the bill. And further than that, I can promise members that our report, and our letter accompanying it, shall also be submitted to, and will be in accordance with the views of the Landholders' Association. Now, with regard to your next objection about the use of the expression "a class of contractor," I am not quite certain, but I rather think that that was the name given either in the Act itself, or in one of the speeches in Council, to the garden sirdar. I quite agree with you that we ought to have noted that these contractors are to be kept entirely distinct and separate from the domestic recruiters, as you call them. I shall see that that is again brought forward.

The question about the central depôt was one which arose from an objection which was mentioned to me by the medical officer, Dr. Grant, with regard to the mode of examining the coolies recruited by these garden sirdars. He only sees them for five or ten minutes, and he has no possible means of knowing whether there is any epidemic amongst them or not. That is the only

reason why the subject of central depôts has been mentioned.

Now with regard to transport. My opinion is, that there are very stringent rules applicable both to native boats and steamers; if there are these stringent rules, of course they take away half the benefit. The point you mention, however, is very important, and shall have every consideration by the Committee.

The resolution, with regard to the adoption of the report, was now put and carried.

It was then proposed by the President, seconded by the Vice-President,—"*That the Committee's conditional election of Messrs. Macneill and Co., Messrs. Cohn Brothers and Co., Messrs. David Sassoon and Co., Messrs. Kerr, Tarruck and Co., Messrs. J. Mackillican and Co., and Messrs. Steel, McIntosh and Co., as members of the Bengal Chamber of Commerce, be confirmed.*"

Carried.

It was also proposed by the President, seconded by the Vice-President,—"*That the Committee's conditional election of Mr. C. S. Carlisle and Mr. F. Eisenlohr, as members of the Committee, in the*

room of Mr. E. C. Morgan and Mr. W. F. Stutz, proceeded to Europe, be confirmed."

Carried.

The Scrutineers, Messrs. J. Murdoch and T. H. Mosley, now submitted the names of the following gentlemen as members of the new Committee :—

J. C. Murray, Esq., President.
H. H. Sutherland, Esq., Vice-President.
T. A. Vlasto, Esq.
F. Eisenlohr, Esq.
Thos. A. Apcar, Esq.
A. Thorndike, Esq.*
H. F. Brown, Esq.*

The CHAIRMAN,—Gentlemen,—I thank you for the honor you have done me in re-electing me as your President. I should not have stood for it again were it not for one or two questions which I should like to assist in considering before re-signing.

Mr. MURDOCH in a few remarks suggested the necessity of considering whether it would not be advisable to change the present system of voting, which, he considered, presented many difficulties.

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* *Mr. Thorndike and Mr. Brown having declined to serve, Mr. William Craik and Mr. William Duncan were elected to complete the Committee.*

The Hon'ble Mr. BULLEN-SMITH—Before we separate, there is one other resolution, and that is, to propose a hearty vote of thanks to the President, the Vice-President, and the Committee of the Chamber, for their services during the past half-year. There are many proofs in their Report of the attention they have given to the mercantile affairs of Calcutta; and I have no doubt, Mr. Chairman, that, with the Committee now elected, your exertions will be crowned with still further success in the second half-year.

The resolution was unanimously carried, and the meeting separated.

H. W. I. WOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee for the half-year ended 30th April 1873.

THE Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

The Financial Statement for 1873-74.

In their report of proceedings for the period which embraces the annual budget statement of Government it is customary for the Committee to include a brief reference to the salient points in the Finance Minister's exposition; and on this occasion it is a matter of special satisfaction that they are able to place on record the following Resolution by the Government of India on the budget estimates submitted by the Hon'ble Sir Richard Temple: for, while it expresses the approval of those estimates by the Governor-General in Council, it announces the condition of the finances to be satisfactory, that no additional taxation is needed to maintain it, that the ordinary sources of imperial revenue will enable the Government to meet all ordinary demands, and

that the country has at length been relieved of the burden of the income tax—the continued imposition of which in times of comparative financial ease has been repeatedly assailed and condemned.

When that tax was introduced by Mr. Wilson in 1860, at a period of the gravest emergency, it received the full support of the mercantile classes represented by this Chamber as a measure of absolute national necessity; and while that necessity continued, while the finances of the country were unequal to legitimate expenditure and required the aid of an exceptional demand on the public, the Chamber cheerfully accepted the decision of Government, and concurred in the belief that the imposition of a moderate levy of direct taxation was justified, provided it was universal and equal in its application.

The Committee will not enter into the history of the Income Tax which is familiar to all; its temporary discontinuance, its reappearance, and reimposition under the transparent disguise of a License Tax, and subsequent renewal in its own proper designation but greatly modified in its incidence, need only be cursorily referred to: and they cordially congratulate the commercial public on its abolition and the favorable circumstances which have led to its extinction.

Resolution by the Government of India, Dated 28th March 1873.

The Governor-General in Council has already approved of the figures of the Budget Estimates for 1873-74, and the usual notifications will be issued to the several local Governments and Administrations.

2. A comparison between the estimate of the ordinary revenue and expenditure for the year 1873-74 shows a surplus of £220,000.

3. The cash balance in India at the commencement of the year is estimated at £19,300,000, and, at the end of the year, at £14,800,000, after providing for an expenditure of £3,878,000 on reproductive works, which, under ordinary circumstances, would have been met from loan funds.

4. The general condition of the finances is, therefore, satisfactory. Although the estimated surplus for the year 1873-74 is small, the estimates, both of revenue and expenditure, have been framed with caution; the estimate of the net receipts from opium is £5,385,000, which is less by 2¼ millions, than the receipts of 1871-72, and by 1½ million, than the receipts of 1872-73; and the state of the cash balances prevents any risk of financial difficulty during the year.

5. With respect to the future, His Excellency in Council believes that no additional taxation is required for the purpose of maintaining the finances of India in a sound and satisfactory condition. Besides the gradual expan-

sion of the revenue which may reasonably be expected, there will be, in the course of the years 1874-75 and 1875-76, a reduction of expenditure of nearly half a million per annum, in consequence of the time having arrived when the stock of the East India Company will be paid off. Any increase of expenditure which may be necessary in some branches of the public service, may, His Excellency in Council believes, be met by economy in others. The schemes for public works chargeable to loan funds have been revised, and, so far as reliance can be placed upon careful estimates, the completion of the system of guaranteed railways, and the construction by Government of the railway and irrigation works now sanctioned or contemplated, will not entail any serious additional charge upon the annual revenues. The Government of India has, therefore, decided that it is not necessary, with reference to the present or prospective condition of the finances, that the Income-tax should be reimposed, or that any other tax should be imposed in addition to the existing sources of revenue.

6. The Government of India has also considered whether the Income-tax should be reimposed as a part of the ordinary fiscal system of India, while other taxes might, either immediately or eventually, be remitted or reduced. After a careful consideration of this alternative, and of the opinions expressed by the local authorities and officers in answer to the recent financial circular, the Government has determined that it would not be expedient to reimpose the Income-tax for the purpose of carrying this policy into effect.

7. As no legislative measure will be introduced in

connection with the Budget of the coming year, it would be in contravention of the Indian Councils Act, 1861, that a financial statement should be made in the Council of the Governor-General for the purpose of making Laws and Regulations. The minute recorded by the Hon'ble Sir Richard Temple, which contains the customary explanations of the Budget figures of the present year, together with his review of and opinions regarding the financial policy of the Government of India during the last four years, will be published, together with this Resolution, the Budget Estimates, and Appendices, in the *Gazette of India* for general information.

Labor Districts Emigration Bill.

The following representation from the Committee to the Legislative Council of the Government of Bengal embodied their objections to the new Emigration Bill, as it stood when first published. Some of these objections have been removed by the Select Committee, and the amended Bill is, in these respects, an improvement. There are still however some clauses which, the Committee believe, might be amended with advantage. The whole subject is now under consideration of a Sub-Committee of the Chamber, who have been going through the Bill, section by section, and whose report will be considered as soon as received and a further communication made to Council.

From Chamber of Commerce to Government of Bengal, Legislative Department.

Calcutta, 7th March 1873.

The Committee of the Chamber of Commerce desire me to request you will do them the favor of placing this letter before the President of the Council of His Honor the Lieutenant-Governor for the purpose of making laws and regulations at the sitting of Council on Saturday, the 8th instant.

At the meeting of the Council held on the 22nd of last month, it was ruled that the motion to read in Council on that day a bill to amend the law relating to the emigration of laborers to the districts of Assam, Cachar and Sylhet, should be postponed for a fortnight, and the motion will consequently be renewed on Saturday, the 8th instant.

If it then be the pleasure and determination of the Council to permit the introduction of the Bill, it will be the duty of the Chamber tc place before the Special Committee of the Council, to whom the Bill may be referred, such observations as may be considered pertinent to its several provisions.

But the object of this communication is to submit to the Council that, in the judgment of the Chamber, the necessity for fresh legislation as respects the relations between employers and their laborers appears to be scarcely justified by any reasons which have yet been pronounced on the subject. Those relations have been well established after several years' experience, are well understood, and it is a questionable

expediency to disturb them. The existing Act works with a fair degree of satisfaction to all concerned, and, although it may contain defects of no material moment, is preferable to an Act less imperfect as a statutory enactment, but involving a change in those relations which the employer and laborer are content to maintain as sufficient for their mutual interests.

It is stated by the Hon'ble Member in charge of the Bill that the Bill does not propose any material alterations in any part of the law, but provides only for the amendment of certain small defects; but the general tenor of the Bill and the remarks of His Honor the President leave little room for doubt that the proposed changes are not confined to mere amendment of unimportant defects.

Two special reasons have been mentioned to the Committee for the introduction of the new Act:—

1*st*. The indefinite position of the laborer whose original contract of service had expired, and who, in his continued employment thereafter, was subject to the same provisions of the law as are applicable to laborers under contracts still current. Great stress is laid on this point,—it is treated as an anomalous condition of things which requires to be rectified, and the difference between imported and quasi-local labor is urged as a sufficient ground for the introduction of a measure which shall relieve the latter from the stringent provisions of the law which are applicable to the former only.

The 2nd reason is based on the excessive mortality among coolies recruited by a class of contractors called "garden sirdars," whose selections cannot be sufficiently examined by the medical attendant, who sees the coolies

just at the time of starting, and has consequently no means of ascertaining whether they are free from any disease likely to result in epidemic among them.

On the 1st point, *viz.*, the status of the laborer who, after expiry of contract, is free to re-engage for service, the Committee of the Chamber concur that it is expedient to remove the restraints to which the existing Act renders him liable; but they submit that a simple *order* of Government, or notification that the provisions of the Act are applicable only to a laborer on his first contract, would be sufficient, without the necessity of putting into motion the machinery of legislation. There have been already so many Acts and amendments that both employer and employé have had their relations so often disturbed that it appears to the Committee of the Chamber not only undesirable but highly inexpedient to add the further disturbance of these relations, which will of necessity result from the passing of the contemplated Act.

The second objection to the existing Act, which was mentioned to the Committee, though no allusion to it was made in Council, can the Committee believe be still more easily removed by simple order. The Government have but to open a sort of central depôt in Calcutta, or elsewhere, and order all garden sirdars' recruited emigrants to be lodged therein for a specified time before embarkation.

I am further to represent to the Council that these sirdars' recruited coolies are generally the most preferred by the planter. They are relatives or friends of the sirdars, who persuade them to emigrate without practis-

ing deceptions employed by the contractor's recruiter. The proposed Act is in its provisions so severe as regards the former that recruiting by this means will be much restricted. For instance, these sirdars are men entirely ignorant of legal forms, with which, on the other hand, the contractor's recruiter is familiar. Any irregularity on the part of the latter is punishable by fine, &c., to be borne by the recruiter himself and not by the contractor who employs him. Any irregularity on the part of the more ignorant, but more honest sirdar, is visited not on him personally, but on his employer, the planter, whose property may be summarily sold. It seems clear that the planter, rather than run this risk, will resort to the agency of these contractors and discontinue recruiting by his own men.

The provisions in the proposed Act as to transport are likewise so stringent as to make it clear that steamer proprietors will decline to convey emigrants at any price. Transport by native boats is not only attended with danger to health and life, but is also in many months impossible. The effect of the proposed Act will, therefore, be to reduce emigration greatly, if not to check it altogether, and throw the properties in the Tea districts into difficulties of the gravest character.

Octroi Duties.

It will be in the remembrance of members that the statement of our former President as to the octroi at Umritsur having become a "transit duty pure and simple" was denied by the Government. The following correspondence will

show that, notwithstanding the assertion of Government, the statement of the Hon'ble Mr. Bullen Smith was in exact accordance with fact, and the Lieutenant-Governor of the Punjab acknowledges that it is fairly "matter for consideration whether octroi duties should not be prohibited altogether, as the temptation to tax through traffic is almost stronger than municipalities can resist." The Committee have taken up the subject and shown the injurious effect on the trade of Bhowani which used to be one of the most flourishing towns in the North-west, but is now almost deserted; and they have just heard that steps have been taken to remove their objections and to release cotton manufactures passing through these two large depôts from the operation of the municipal tax.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 26th December 1872.

In continuation of this office letter No. 23, dated 29th September 1871, I am directed to forward, for the information of the Chamber, copy of communications* from the Government of the Punjab and the Chief Commissioners of the Central Provinces

* Paragraphs 15 to 33 of letter from Government of the Punjab, No. 1048, dated 24th July 1872.
Letter No. 1727, dated 13th October 1871, with enclosure.
Letter from Chief Commissioner, Central Provinces, No. $\frac{2589}{2114}$ dated 28th November 1871.
Letter from Chief Commissioner of Oudh, No. 4949, dated 22nd November 1872.

and Oudh, and to remark that if not conclusive in all respects they yet show that the authorities are alive to the great danger of allowing octroi to degenerate into transit duties. The whole subject of Municipal taxation is, however, now before the Government of India, by whom special regard will be had to this most important branch of the question.

Extract paras. 15 *to* 33 *of letter from Government of the Punjab, No.* 1048, *dated* 24*th July* 1872.

* * * * *

15. The income realised was derived from the following sources :—

Octroi	12,32,290
Duty on manufactures	30,879
Local taxes	49,786
Choukidari	675
House-tax	45,924
Cesses on artizans	9,172
Revenue from jagir or assigned lands	31,469
Revenue from nazul buildings and lands ...	24,566
Special assessment of sites and compounds ...	10,796
Other sources	94,793
Total ...	15,30,350

16. It is thus seen that four-fifths of municipal income is derived from octroi duties. The nature of this tax and the manner of its imposition are important in the extreme, and the Government of India has instituted many enquiries with the object of discovering whether these duties were truly octroi, levied alone upon articles

consumed within the several towns, or whether they partook of the nature of transit duties.

17. The rules now in force for the levy of octroi duties are given in the annexed circular, together with those directions which have been from time to time issued by the Government to ensure the rules being strictly observed, especially in the primary matter of the exemption of goods in transit.

18. The following table gives the total amount of octroi as compared with the import, external and internal, levied in the chief towns of the province where trade statistics are collected :—

STATIONS.		Imports, external and internal.	Octroi.	Percentage of Octroi on imports.
		Lakhs.	Rs.	
Delhi	...	90	1,26,500	1·4
Rewari	...	18	15,940	·88
Hissar	...	16	3,746	·23
Bhiroani	...	109	52,583	·48
Amballah	...	48	13,100	·27
Ludianah	...	20	24,600	1·23
Simla	...	5	.....	...
Jalandhar	...	17	21,827	1·28
Kangra	...	10	1,700	·17
Amritsar	...	135	1,33,500	·99
Lahore	...	36	79,939	2·22
Firozpúr	...	18	46,340	2·55
Rawalpindi	...	18	32,000	1·77
Jhelam	...	1½	7,464	4·97
Pind Dadan Khan	...	11	17,471	1·59
Gujrat	...	1¾	3,734	2·13
Multan	...	166	42,311	·25
Jhang	...	4½	10,345	2·29
Derah Ismail Khan	...	20	19,032	·95
Peshâwar	...	48	61,802	1·27

19. The percentage of octroi on imports is thus seen to vary most considerably. The variations in the incidence of the tax are shown even more striking in the following table, which gives the rate per head of population of octroi duties in certain Municipalities where the rate has been highest, with the percentage of agricultural to non-agricultural inhabitants :—

Towns.	No. of Agricultural population.	No. of non-Agricultural population.	Percentage of Agricultural to non-Agricultural, about	Rate per head of population.
				Rs. As. P.
Delhi...	3,108	1,51,309	2	1 4 0
Firozpúr (Gurgáon District)	1,383	7,773	18	1 0 9
Hissár	4,315	9,815	45	1 9 11
Bhiwáni	2,692	29,562	9	1 10 1
Sirsa	130	10,870	1	2 0 7
Fázilká	152	3,254	5	4 10 10
Simla	387	6,830	6	5 13 0
Sultànpúr	126	628	21	1 4 8
Amritsar	3,477	1,30,448	3	1 3 6
Darangla	872	1,247	69	0 6 0
Lahore	3,908	1,10,428	3	1 5 7
Firozpúr	2,898	17,694	16	2 4 0
Makhu (Firozpúr District)	191	400	48	2 1 9
Rawalpindi	1,966	17,262	11	1 13 2
Jhelam	158	4,990	3	1 9 1
Pind Dádan Khán	585	12,755	5	1 5 4
Sháiwál (Sháhpur District).	325	8,565	4	1 4 4
Sháhpur	25	1,746	1½	4 12 2
Derah Gházi Khán	Not	shown	...	1 1 3
Edwardesabád	2,009	3,185	63	1 3 7
Pesháwar	3,420	55,135	6	1 2 1

20. The results as shown by these figures do not appear to the Lieutenant-Governor to be altogether satisfactory. Octroi duties, being levied on imports, might naturally be expected to vary proportionately

with the amount of such imports, but this a comparison of the present figures shows not to be at all invariable. Many towns have exhibited a striking decrease in the amount of their trade, without a proportionate decrease in the octroi collections.

21. The Lieutenant-Governor thinks it not impossible that the great recorded decrease in the trade of Delhi, and the large increase in the trade of Multan, may be satisfactorily explained by the completion of the Multan and Delhi through line; but many of the variations appear so extraordinary that the Lieutenant-Governor has called for a further report regarding them, and until its receipt it is unadvisable to draw any positive conclusions from the present figures, which certainly seem to show that, in some cases, the rules for the exemption of through traffic are not sufficiently regarded. This appears specially the case with the towns of Sháhpur, Jhelam, and Fázilká, while the percentage of Octroi collections at Lahore, Firozpúr, Gujrat, and Jhang is higher than it should be. The Commissioners of the Rawalpindi and Hissar Divisions were addressed by the Lieutenant-Governor in March last, and directed to issue stringent orders for the observance of the exemption rules; while in the case of a town like Fázilká, with a small population and almost entirely subsisting by means of its through trade, the Lieutenant-Governor thought it a matter for consideration whether Octroi duties should not be prohibited altogether, as the temptation to tax through traffic was almost stronger than the Municipality could resist.

22. In order to ensure that the Octroi duties shall not

take the form of transit duties, it has been ordered that proper accommodation shall be provided for the storing in warehouses, or otherwise, of articles in transit liable to duty, but not intended for use or consumption within the limits of the municipality. The opinion of the Financial Commissioner recorded in January last was that the system was not demanded or appreciated by the people and was entirely new to them, and that to render it popular it was necessary to remove certain drawbacks which were now generally complained of. First of them was the failure on the part of Municipal Committees to guarantee the goods deposited against damage and theft, for the depositors of goods could not keep servants to guard their property in the bonded warehouses without incurring considerable expense.

23. In March of the present year the Lieutenant-Governor, while at Amritsar, appointed a Committee composed of Financial Commissioner, the Agent of the Bank of Bengal, and two native gentlemen, to enquire into the working of the bonded warehouse system.

24. From their report it appeared that early in 1871 six court-yards with warehouses attached were hired by the Amritsar Municipality, the situation of each being selected with special reference to the convenience of merchants.

25. The traders, however, refused to take their goods to these warehouses, and the Octroi contractor refusing to let them pass into the city without payment of the authorized fees, some inconvenience was for some time experienced, until the contractor and the merchants

came to a private arrangement, which has since worked without any complaint on one side or the other. The arrangement made was as follows :—Under the conditions of the schedule attached to the Octroi lease, the contractor had power to levy Octroi at certain rates, instead of collecting at these rates, a computation was made by the chief dealers of the city in conjunction with the Octroi farmer, and another and lower rate was fixed for the principal articles of through trade, and this was paid on all taxable articles which entered the city, whether in transit or for local consumption. This system it is reported has given complete satisfaction to the merchants, who have entered into a similar arrangement for the present financial year.

26. The objection to the bonded warehouse system alleged on the part of the Amritsar merchants was chiefly the publicity given to their affairs, as with a bonded warehouse, the amount of their business and the nature of their dealings became generally known. The second objection was that it was not the custom to sell unbroken bales of goods ; while it is asserted that for broken bales to be in any place not in their own custody was to court certain loss.

27. It is advantageous and important that the arrangements approved by the mercantile classes as the best way of meeting the difficulty occasioned by their own refusal should be known and examined.

28. All the first class Municipalities of the plains, with the exception of Delhi, farm their Octroi duties, and there is considerable diversity of opinion as to the ad-

vantages of farming or direct management. The difficulty of arrangement is the objection to the latter system, while the want of control over the contractor and possible oppression is the objection to the former. The Lieutenant-Governor is disposed to think that direct management is preferable wherever feasible. It should certainly be more economical, and the experiment at Delhi of the Municipality collecting their own duties is understood to be working successfully.

29. Municipal Committees have been enjoined to so arrange their system of taxation as to allow necessaries of life to escape as lightly as possible, taxing more heavily luxuries, such as tobacco.

30. The rate on grain varies from one per cent to four per cent *ad valorem*, or from two pie to eight pie per maund. The heaviest rates are levied in the Rohtak, Gurdáspur, Gujrat and Sháhpur Districts. In Lahore, Firozpúr, and Rawalpindi a duty on loads is preferred, rising from three pie per coolie load upwards.

31. The practice of levying Octroi on grain by an *ad valorem* rate is objectionable; and in paragraph 18 of the circular annexed it was pointed out that under the system the tax increases in pressure in proportion as the price of food rises; where it should be relaxed in time of scarcity; and thus that it was preferable to levy the tax on actual quantities or to fix an average rate for the purposes of the Octroi duty.

32. The Octroi levied on animals intended for slaughter is usually *ad valorem*, although the tax could be more readily realized were it levied per head of cattle.

33. On Classes III, IV, V, VI of the Government of India list, namely, articles used for fuel, lighting, washing, or in the construction of buildings, drugs, gums, spices, perfumes, and tobacco, the duty is invariably *ad valorem*, although in the case of some articles there is an obvious convenience to the public in levying the tax by loads. This has been pointed out to Municipalities, and a change in the practice will gradually be effected. The system of taxation by load is always preferable for such articles as grain, building materials, &c., whose quality in a load is uniform, and where the adoption of the system cannot encourage fraud.

From Government, Punjab and its Dependencies, to Government of India, Department of Agriculture, Revenue and Commerce.

Lahore, 13th October 1871.

With your letter No. 16, dated 29th August last, you forwarded copy of a letter from the Bengal Chamber of Commerce complaining that the octroi duties in the Upper Provinces assume the form of transit duties; and you conveyed the request of the Government of India that, after careful enquiry, a report should be submitted on the subject, adding that it was the intention of Government that the municipalities which levied these imposts should take every precaution against their acting as transit duties.

2. The Hon'ble the Lieutenant-Governor has accordingly issued instructions for the necessary enquiries to be made, and the result will be reported when the general

report on the working of municipal committees in the Punjab, during 1870-71, now under preparation, is submitted by the Financial Commissioner.

3. His Honor's attention had, however, been attracted, previous to the receipt of your letter under reference, by a paragraph at page 6 of the Report of the Committee of the Bengal Chamber of Commerce for the half-year ending 30th April 1871, wherein it is stated, amongst other things, that the Committee had "lately heard, on unquestionable authority, that at the important city of Amritsar the octroi is really a transit duty, pure and simple;" and the Financial Commissioner was requested to report specially on the matter. This he has now done in his letter No. 782, dated 2nd instant,—a copy of which is herewith enclosed for the information of Government of India, from which it will be seen that for the city of Amritsar there are no less than seven bonded warehouses in different localities, and that there is consequently ample provision, maintained at considerable expense, for receiving goods in transit, but that the institution being new to traders, they have not all yet fallen into the system of bonding their goods. In His Honor's opinion sufficient precaution is taken by the Amritsar Municipality to prevent the octroi operating as a transit duty.

From Financial Commissioner, Punjab, to the Government, Punjab.

The 2nd October 1871.

Octroi duties in Municipalities.—In reply to your No.

1243, dated 11th July last,—forwarding, for the Financial Commissioner's information, an extract from the Proceedings of the Bengal Chamber of Commerce, dated 31st May last, representing that the octroi duties in certain towns were being worked in such a way as to have all the effect of a transit duty,—I am directed to intimate that, on receipt of this communication, the Financial Commissioner caused enquiries to be made at Amritsar regarding the provision which had been made for receiving goods in transit or intended for re-export into bond.

2. The subject of providing bonded warehouses has occupied the Financial Commissioner's attention for a considerable time, as it appears the best way of protecting goods from repeated charges; and the Municipal Committee of Amritsar were especially enjoined to appoint places where goods could be received in bond and protected from duty. The reply which has now been received from the Commissioner, Amritsar Division, on this subject, No. 92, dated 13th current,—a copy of which, and of its annexure, is herewith annexed,—shows that ample provision, at a considerable expense, has been made for receiving goods in transit in the Amritsar Municipality, and the information which the Bengal Chamber of Commerce has received is an erroneous representation of the state of things which now exists.

3. Warehouses have been provided, but the institution is a new one, due to ideas borrowed from English practice rather than from any expression of a desire to have them on the part of the native community. It is not surprising, therefore, that the traders do not at once fall into

the system of bonding their goods; but the fact of their not adopting our system should not, the Financial Commissioner observes, be alleged as a fault of the octroi arrangements, but it should lead the objectors to examine whether their own theories on the subject of the effect of octroi on trade are so correct as they imagine.

Copy of a docket No. 92, dated 13th September 1871.

From Commissioner and Superintendent, Amritsar Division, to Financial Commissioner, Punjab.

In reply to his No. 5383, dated 25th ultimo, forwards copy of Deputy Commissioner's No. 105, dated the 8th instant, which furnishes all the information asked for. The arrangements in force for exempting goods in transit from payment of the octroi tax appear effective.

Copy of a docket No. 105, dated 8th September 1871.

From Deputy Commissioner, Amritsar Division, to the Commissioner and Superintendent, Amritsar Division.

With reference to his No. 198, dated 30th August, with copy of a letter No. 5383, dated 25th August, from Secretary to Financial Commissioner, submits further resolutions by the Municipal Committee on the subject of bonded warehouses, which show what measures were taken in pursuance of the resolutions of February last.

2. Seven bonded warehouses are kept up in different localities.

3. The Dehli rate of charges for goods in bond is in force.

4. The rule obtaining is that any person is at liberty to keep his goods in bond, which are then exempted from octroi, unless a package is opened and its contents offered for sale, when they become liable to octroi. Goods in transit or imported and kept in bond for re-export are not taxed.

From the Chief Commissioner, Central Provinces, to the Govt. of India, Department of Agriculture, Revenue and Commerce.

The 28th November 1871.

I am directed to reply to your letter No. 18, dated 29th August, requesting to be informed whether the Octroi duties levied in Municipal towns in the Central Provinces are in danger of assuming the form of transit duties and as such necessarily hindering trade.

2. I am to inform you that, from what the Officiating Chief Commissioner has learnt regarding the Municipalities in these Provinces, the Octroi duties do not assume the objectionable form of transit dues.

3. There are bonded warehouses set apart in the towns and provision is made in the Octroi rules for drawbacks and refunds. No complaints on the subject have been made to the Officiating Chief Commissioner. A report similar to this was made in this office letter No. 2051-145, dated 30th July 1870, to the Secretary to the Government, Home Department.

4. The case cited by the Calcutta Chamber of Commerce does not appear to the Officiating Chief Commissioner to be a very gross one. When goods pay Octroi duty only once, there cannot be very just cause of complaint. No town, where a whole bale of piece goods could not sell, is likely to be a Municipality, and in such a case as that adduced by the Chamber of Commerce, it may be taken for granted that the portions of a bale are sold in the immediate neighbourhood of the town and would never be subject to any subsequent Octroi payment. In the Central Provinces all hardship is obviated as will be quite apparent from the following Extract from the Bye-laws of the Jabalpur Municipality:

"* * Portions of a consignment may be cleared from "the bonded warehouse by paying duty thereon with- "out rendering the remainder of the consignment "liable to duty until such remainder leaves the bonded "warehouse for sale or consumption within Octroi "limits," and these Bye-laws have been accepted as a model by the other Municipalities.

In these Provinces the number of Municipal towns has been considerably reduced within the last two years, and those only in which a fair amount of revenue for Municipal purposes can be raised are allowed to levy Octroi dues.

5. The Officiating Chief Commissioner is alive to the importance of keeping these Municipal dues from becoming a hindrance to the trade of the country and would take immediate measures to counteract any

tendency in that direction that might exhibit itself, but at present he does not consider that there is any necessity for action.

From the Chief Commissioner, Oudh, to Government of India, Department of Agriculture, Revenue and Commerce.

Lucknow, 22nd November 1872.

With reference to your reminder No. 153, dated 13th instant, calling for the early submission of the report regarding Octroi duties assuming the form of transit duties, I am directed to refer you to this office letter No. 4278, dated 30th September last, reporting on the working of the Municipalities in Oudh. From this report it will be seen that every precaution is taken to prevent Octroi being levied on goods in transit, and that the practices complained of by the Chamber of Commerce would seem to have no existence in this Province.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 24th February 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 170 of 26th December forwarding communications from the Government of the Punjab and from the Chief Com-

missioners of the Central Provinces and of Oude on the subject of Octroi duties.

The Committee note with satisfaction that in the province of Oude the practice complained of by the Chamber seems to have no existence, and that in the Central Provinces the octroi duties do not assume the objectionable form of transit dues.

But the report from the Government of the Punjab invites further discussion of the subject.

In the letter No. 1048, dated 24th July 1872, there are evidences of apprehension on the part of the Lieutenant-Governor that the Chamber's general imputation cannot be fairly disproved; indeed there are admissions sufficiently explicit to justify it. In the 21st para. the Lieutenant-Governor, commenting on the variations in the incidence of octroi duties compared with the traffic of the places where they are levied, expresses his belief that "in some cases the rules for the exemption of *through* traffic *are not sufficiently regarded.* This appears specially the case with the towns of Shahpúr, Jhelum and Fázilká; while the percentage of octroi collections at Lahore, Ferozepore, Gújrat and Jhang is higher than it should be. The Commissioners of the Rawalpindi and Hissar Divisions were directed to issue stringent orders for the observance of the exemption rules; while in the case of a town like Fázilká with a small population and almost entirely subsisting by means of its through trade the Lieutenant-Governor thought it a matter for consideration whether octroi duties should not be prohibited altogether, *as the temptation to tax*

through traffic was almost stronger than the Municipality could resist."

The 25th paragraph records the official recognition of an arrangement entered into between the octroi contractor and the chief native dealers at Umritsur by which a rate was fixed for the principal articles of through trade and applied to all taxable articles entering the city *whether in transit* or for *local consumption.*

Whatever may have been the circumstances leading to such a modified arrangement and whether the system works satisfactorily or not, the Chamber's contention that the octroi has been converted into a transit duty, pure and simple, is thus broadly acknowledged : and the practical result is that, as the town consumption is not more than 10 per cent of the imports within the city walls, 90 per cent of the octroi on imports is raised from goods simply *passing through* and consumed elsewhere ; or in other words 90 per cent of the octroi is "a transit duty—pure and simple."

The Committee have information relative to the effect of the octroi on the trade of Bhowani which they believe to be perfectly trustworthy, and they submit the following remarks regarding it. Seven or eight years ago octroi was unknown in that place, which used to be one of the largest depôts for Manchester goods en route to the Punjab on the north, or to Jeypore on the south ; but though the traffic has been largely diverted and supplies to those districts are furnished by rail to the former and from Agra to the latter, still the town of Bhowani has suffered materially from the oppressive nature of

the octroi and mode of collecting it. The rule now is, as the Committee are informed, to open every bale, case, bundle, and even parcel, and the annoyance and trouble to merchants are consequently very great and complaints are constant. Common articles of domestic use—spices for instance—used to be admitted at a rate per load, say 1 rupee per camel load of 6 to 8 maunds; but the tariff has been altered to an *ad valorem* charge of Rs. 3-2 per cent, a mode of collection open to serious objection and giving rise to real oppression.

The Committee gladly learn from your letter that the whole subject of Municipal taxation is before the Government of India, and that this important branch of the subject will be specially considered.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 5th March 1873.

I am directed to acknowledge the receipt of your letter of the 24th ultimo, and in reply to forward, for the information of the Chamber, copy of a letter this day addressed to the Government of the Punjab in regard to the levy of octroi duties in that province.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Govt. of the Punjab.

Calcutta, 5th March 1873.

With reference to paragraphs 15 to 33 of your letter

No. 1048, dated 24th July 1872, regarding the levy of octroi duties in the Punjab, I am directed to forward, for the information of His Honor the Lieutenant-Governor, copy of a letter from the Bengal Chamber of Commerce, dated 24th ultimo, and to request that under the orders of His Honor the Lieutenant-Governor steps may be taken by a revision of the rules in the Municipalities named to remove the objections of the Chamber which appear to the Government of India to be not without foundation.

From Govt. of India to Chamber of Commerce.

Simla, 15th May 1873.

In continuation of this office letter No. 25 of the 5th March last, I am directed to forward herewith, for the information of the Chamber, copy of a communication (and its enclosures) from the Government of the Punjab, No. 557, dated the 12th ultimo, regarding the levy of Octroi duties by the Municipalities of Umritsur and Bhowani.

From Government, Punjab, to Government of India.

Lahore, 12th April 1873.

With reference to your letter No. 24, dated the 5th ultimo, forwarding copy of a letter from the Bengal Chamber of Commerce on the subject of the levy of Octroi duties in this Province, with special reference to those levied by the Municipalities of Umritsur and Bhowani, I am directed to submit, for the information of the Government of India, copies of letters addressed to the Commissioners

of Umritsur and Hissar in regard to the remarks made by the Chamber of Commerce.

2. I am to add that the subject of the levy of Octroi duties in the Punjab is receiving the Lieutenant-Governor's close attention, and that the Government of India may rely upon His Honor using his best endeavours to prevent the collection of such duties being oppressive or injurious to trade.

Copy of letter No. 555, *dated* 12*th April* 1873, *from J. H. Thornton, Esq., Secretary to Government, Punjab, to Major-General R. G. Taylor,* C. B., C. S. I., *Commissioner and Superintendent, Umritsur Division.*

I am directed to forward the accompanying extract of a letter addressed by the Bengal Chamber of Commerce to the Government of India regarding the levy of transit duties on goods passing through the city of Umritsur. The Lieutenant-Governor desires that you will take immediate measures for securing the exemption from duty of goods passing through Umritsur as the arrangements in force, though satisfactory to the merchants of the city, are doubtless open to the objection which has been pointed out by the Chamber of Commerce.

2. I am to request that you will report the measures taken to give effect to His Honor's wishes in this matter.

Copy of No. 556, *dated* 12*th April* 1873, *from J. H. Thornton, Esq., Secretary to Government, Punjab, to Lieutenant-Colonel C. A. MacMahon, Officiating Commissioner and Superintendent, Hissar Division.*

I am directed to forward the accompanying extract of

a letter addressed by the Bengal Chamber of Commerce to the Government of India regarding the octroi levied in the town of Bhowani, and to request that you will take immediate measures for remedying, as far as possible, the objectionable arrangements which are referred to by the Chamber as at present in force. The result of the action taken by you in this matter should be reported to this office for His Honor's information.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Simla, 19*th May* 1873.

In continuation of this office No. 39 of the 15th instant, I am directed to forward herewith, for the information of the Chamber, copy of a further communication (and its enclosure) from the Government of the Punjab, No. 710 of 12th idem, regarding the levy of transit duties on goods passing through the city of Amritsar.

From Government, Punjab, to Secretary to Government of India, Department of Agriculture, Revenue and Commerce.

Lahore, 12*th May* 1873.

In continuation of my letter No. 557, dated the 12th ultimo, I am desired to forward, for the information of the Government of India, copy of letter No. 771, dated the 22nd idem, from the Commissioner of Amritsar, with enclosure, describing the measures adopted by the Municipal

Committee of Amritsar to remedy the evil attending the levy of transit duties on goods passing through that city.

Copy of a letter No. 771, *dated* 22*nd April* 1873, *from Major-General R. G. Taylor, C. B., C. S. I., Commissioner and Superintendent, Amritsar Division, to J. H. Thornton, Esq., D. C. L., Secretary to Government, Punjab.*

In reply to your No. 555, dated 12th instant, forwarding extract of a letter addressed by the Bengal Chamber of Commerce to the Government of India, regarding the levy of transit duties on goods passing through the city of Amritsar, I have the honor to annex extract paras. 5 and 6 of a letter No. 2, dated 4th February last, from the Secretary to the Municipal Committee, Amritsar, to my address, in which the arrangements adopted by the Committee to give full effect to the orders of Government regarding drawbacks are described.

2. The result of the new arrangements is a loss of Rs. 47,000 to the Committee, the octroi contract for the present year having sold for Rs. 1,63,000 only, as compared with 2,10,000 in 1872-73.

Extract paras. 5 *and* 6, *from a letter No.* 2, *dated* 4*th February* 1873, *from Francis Halsey, Esq., Secretary, Municipal Committee, Amritsar, to Major-General R. G. Taylor, C. B., C. S. I., Commissioner and Superintendent, Amritsar Division.*

5. The Committee regret that hitherto they have been unable to cope satisfactorily with the question of draw-

backs on goods exported from the city, but they believe that the arrangements which they have now made will effectually secure the end desired by Government. Bonded warehouses have been kept up ever since the orders of Government on the subject were first issued, but in no single instance have the traders availed themselves of them. Instead, they have entered into an agreement with the octroi contractor to pay a less rate than the authorized one, and abandoned all claims to drawback on their goods being exported. This arrangement has acted well, but the Committee have never been able to conceal that it does not come up to the intention of Government, and that articles "in transitu" are taxed although at a low rate. They have consequently determined to adopt the following plan :—

For all octroi purposes the city wall will be the boundary of the Municipality. All goods subject to duty on going within that boundary will be taxed in full, and all goods passing out of the city will receive in the same way the full drawback, but no drawback less than one rupee will be recognised. The city in this way will become its own bonded warehouse.

6. The Committee believe in adopting the above plan they are sacrificing considerable revenue, but they think that no other arrangement will meet the question better.

7. The Committee trust that sanction of the octroi schedule may be received at an early date, as it is impossible for them to complete their arrangements for next year until it is returned.

Government estimate of the Cotton Crop of the North-Western Provinces for 1872-73.

The Committee received an elaborate statement from the Board of Revenue, North-western Provinces, of the probable outturn of the cotton crop for the year 1872-73 in those provinces. This statement was made up from reports of different Commissioners, while the crop was yet on the ground, and were therefore only to be taken as estimates, liable to alterations according to subsequent weather or other contingencies. Even allowing for this, however, the Committee, looking only to the internal evidence afforded by the statement itself, were unable to reconcile the results with the expressed anticipation, and it was evident therefore that the figures had not been made up with sufficient care or perhaps knowledge, and that they were likely to be misleading. This became still more evident when the figures were tested by actual receipts by rail and exports through the Custom House. The deficiency was so great that the Committee felt themselves bound to bring to the notice of the Governments both of the North-western Provinces and of India in the Department of Agriculture the absolute necessity of greater accuracy in official returns. It will be seen from the correspondence that some of the Committee's statements had already been antici-

pated by the Government, who had called the attention of the Board to the errors in question. Referring to the remarks of the Government of the North-western Provinces that the figures represent only the outturn of those particular provinces, excluding all other cotton producing districts, they have asked to be supplied in future with returns for the entire cotton crop, wherever grown, and this the Government have promised to supply. We may therefore expect in future not only fuller but at the same time also more accurate statements and estimates of the crop likely to be brought to market.

From Board of Revenue, N. W. Provinces, to Government of the N. W. Provinces.

Allahabad, 17th January 1873.

I am desired by the Board of Revenue to submit, for the information of the Hon'ble the Lieutenant-Governor, a statement of the area and estimated outturn of the Cotton Crop in the districts of the North-west Provinces for the year 1872-73, as compared with 1871-72.

2*nd.*—The following abstract shews that the estimated yield this year is 12,20,266 maunds, against an estimated outturn of 8,18,846 maunds last year, and an actual crop that year of 8,22,255 maunds, that is the anticipated yield this year, is maunds 3,98,011, or lbs. 3,18,40,880, in excess of the actuals of last year.

Divisions.	Area and Outturn in Maunds of 40 Seers or 80 Lbs.					
	1871-72.				1872-73.	
	The Area and Estimated Outturn during 1871-72.		The Actual Area and Outturn as shewn in the report of 19th April 1872, No. 389.		The Area and Estimated Outturn.	
	Acres.	Maunds.	Acres.	Maunds.	Acres.	Maunds.
Meerut ...	2,26,799	2,97,425	2,24,984	2,81,986	2,76,207	3,49,215
Kumaon ..	2,548	1,802	2,548	1,605	3,598	2,198
Rohilcund...	1,33,418	86,910	1,33,437	81,735	1,51,702	97,129
Agra ..	3,85,013	3,05,738	3,95,676	3,63,139	4,23,257	5,87,220
Jhansie ...	52,972	18,642	46,964	16,719	78,532	48,0[illegible]
Allahabad...	2,45,615	1,00,931	2,55,722	69,961	2,77,530	1,23,086
Benares ...	18,257	7,398	18,027	7,110	21,550	8,323
Total ...	10,64,622	8,18,846	10,77,358	8,22,255	12,32,376	12,20,266

3*rd*.—The area under cultivation has increased by 1-7th as compared with the actuals of last year. The cause of this increase is not given, but is no doubt partly attributable to the rains having set in earlier than usual.

4*th*.—In the Meerut, and in parts of the Rohilcund, Allahabad and Jhansie Divisions, the crop is reported to be good, and in the Agra Division it promises to be a remarkably fine one. In the Benares and Kumaon Divisions, where very little Cotton is grown, the outturn will, in all probability, be in excess of what it was last year. On the whole the general aspect of the crop is said to be promising, although the season has not

been a favorable one. The rains have been incessant and, to some extent, detrimental to weeding operations, and in the Allygurh District, and probably in the Boolundshuhur District also, some damage has been done to the crops by locusts.

5th.—Beside the ordinary statement, two tables accompany this report. The first shewing price currents in lbs. in each district, for each month and for the average of the year : the districts being ranged in order of cheapness. The second shewing the percentage of area estimated as under cotton to the total cultivated area of each district.

6th.—In the second statement the cultivated area is taken from the last Settlement Reports where available : otherwise from the area given in the produce and outturn tables of 1869-70.

7th.—Prices range from an average of 6 lbs. and 7 ozs., in Etawah to 3-6 in Jounpore, but the different months in which prices in the several districts were respectively at their highest and lowest differ curiously. * * *

8th.—It would not be expected that Furrackabad, which is comparatively close to the Cotton growing districts, should come so low in the list, though the area under Cotton is shewn as less than 4 per cent. of the cultivated area. The entry for Benares, with an uniform price all through the year, is obviously erroneous, and cannot have been checked by the Collector. In Etawah and Agra the price is least at the time of the

year when in other districts it is highest, and rises steadily as the new crop ripens and is gathered. Here too must be error, Muttra and Gurhwal have sent no returns.

9th.—In the 2nd Statement there is not much to remark. In the order of importance the first 12 districts fall as follows:—

	Percentage.
Muttra	17·19
Agra	16·28
Etawah	12·01
Allygurh	9·52
Banda	9·37
Jaloun	8·83
Cawnpore	8·64
Etah	7·54
Humeerpore	7·26
Bijnour	7·09
Meerut	6·84
Moradabad	6·72

10th.—In the 2nd, 3rd and 4th districts the easy prices correspond with the large local growth. Similarly in the Gorruckpore Division, where scarcely any cotton is grown, we find proportionately high prices.

11th.—I am to add that the points referred to in paras: 4, 5 and 8 of Government Order No. 738A., dated 21st May last, marginally noted, will be disposed of separately, and that the Board's report will be submitted through the Commissioner.

1. Difference in fibre and in other respects between the "Manowa" Cotton and the Common North-west Cotton.
2. Discrepancies between the produce rate in different Districts.

12*th*.—A copy of this letter has been sent direct to the Chamberof Commerce.

From Chamber of Commerce to Govt. of the North-Western Provinces, Allahabad.

Calcutta, 10*th February* 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of copy of letter No. 57 of 17th ultimo, from the Secretary to the Board of Revenue to your address, regarding the probable outturn of the cotton crop for the year 1872-73.

The Committee are greatly obliged for the Board's report and the several statements which accompany it, and request you will do them the favor of expressing their thanks to His Honor the Lieutenant-Governor for these papers.

The Committee notice with satisfaction that the outturn for 1872-73 is in the opinion of the Board likely to largely exceed the estimates and actuals for 1871-72, viz., 1,220,266 maunds against 818,846 and 822,255 respectively, and they trust the estimate will be confirmed hereafter.

They direct me however to say that among native merchants the general opinion is that the crop will not reach the Board's estimate; that it will probably be a deficient and not an excessive one: some go the length of placing it on a par with that of 1871-72, but none make an increase.

In confirmation of their view they point to the small receipts up to date in the large marts as compared with the quantity received last year: and they assert that there is no storing in the districts of consumption. The lateness of the season may in some measure account for this, but the dealers assign another reason for the discrepancy between their own estimates and that at which the Board have arrived. They say there are during the season three flushes of pods or flowerings or at least three pickings; that the first flush or picking this year was a very large one and the cotton of good quality, but that the second was very deficient and poor, and the third an entire failure,—the falling off in these two being due to unpropitious weather and the attacks of insects. They suggest that the Government estimates were made at about the time of the first picking or immediately previous, and that no allowance has been made for the failure of the subsequent pickings.

These are material and important statements; and the Committee submit them for the special consideration of the Lieutenant-Governor because if they are substantially correct, the Board will probably deem it necessary to review their conclusions and amend their estimate.

The Committee would also draw attention to some apparent discrepancies in the Board's statement. For instance the outturn per acre last year in the *Bareilly* District was 20 seers 6 chittacks, and though the prospects this year are reported to be "not good" the estimated yield for 1872-73 is 25 seers 15 chittacks or an *increase* of 25 per cent. Again in *Banda*—one of the largest producing districts—the crop is reported as "decidedly

below the average having been injured by excessive and continued rain ;" yet the outturn is 19 seers 5 chittacks against 6 seers 15 chittacks. In 1871-72 the yield in that district was estimated at 16 seers 14 chittacks, and there must have been serious damage to have caused so poor and marked a result. *This* year, though a bad one, is estimated to yield a larger crop than last year *before* this damage took place.

I am also to draw attention to other figures in the statement which the Committee are unable to reconcile with *the exports of cotton from Calcutta.*

The total crop of 1871-72 according to Board's figures, was ... ... 822,255 maunds,

or 65,780,400 lbs.

or 219,268 bales,

which represents upwards of 50 per cent. less than the *exports from Calcutta* ... ...378,996 bales ;

a *portion* of the excess of exports may have consisted of old cotton, but the Committee scarcely think the *entire* excess can be so accounted for.

Another point which strikes the Committee as involving an error of great magnitude is this ;—the Board allow for home consumption at a rate which the Committee do not consider excessive, viz., 2lb. per head of a population of 29,605,773. If therefore from the crop of 1871-72 822,255 maunds or ... lbs. 65,780,400

the consumption of 2lb. per head is deducted ...	...	...	59,211,546
there remained for export only		...	lbs. 6,568,854

or bales 21,896,

which compared with the declared exports from Calcutta of 378,996 bales exhibits a result which must obviously be not only inaccurate, but totally worthless for statistics.

So with the estimated outturn of cotton and the quantity requisite for consumption for the year 1872-73, as per table No. 4; if from the former 97,621,280 lbs. be deducted for consumption ... 59,211,546 lbs.

there remains for export only ... 38,409,734 lbs.

or 128,032 bales

or about ⅓rd the quantity actually brought to Calcutta by rail for the year ended 31st October last, exclusive of what may have arrived through other channels.

The Committee beg me further to state that in addition to the exports from Calcutta a large quantity of cotton finds its way from the North-west to Bombay, Scinde and Nepal, and there also is considerable consumption in Bengal. If sufficient allowance be made for all this, the discrepancy between the Board's figures and the actual amount of cotton consumed in and exported from this side of India will be greatly increased, and the Committee incline therefore to the belief that the returns now given do not include all the cotton

producing districts from which Calcutta is supplied. They request you will afford them further information if in your power.

From Govt. of the N. W. Provinces to Chamber of Commerce.

Allahabad, 4th March 1873.

I am directed to acknowledge receipt of your letter dated the 10th February 1873, in which you communicate the views of the Chamber of Commerce on the report of the Board of Revenue, N. W. Provinces, on the estimated outturn of the cotton crop in these provinces for the year 1872-73, and in reply to communicate the thanks of the Lieutenant-Governor to the Chamber for the pains with which the report has been reviewed, and for the independent information brought to bear on the facts of the case. A copy of your letter will be forwarded to the Board of Revenue for consideration.

2. I am to send for the perusal of the Chamber of Commerce a copy of the Government letter reviewing the Board's report which was in type when your letter was received. It will be observed that some of the questions raised in your letter are taken up in this review.

3. It is important to remember that the Board's report is based on a *preliminary* estimate made as early as October or November 1872, and it states expectations simply as they then existed, at a time when the crop was still liable to be affected by unseasonable

rain, storm, or frost. The real outturn can only be stated with approximate accuracy when the crop is nearly gathered. The Board will be asked to expedite their second report on the actual outturn.

4. The fact stated by the Chamber that the first picking was good, and promised much more and better staple than the subsequent results justified is quite consistent with the above remarks. I am however to add that, certainly in some parts of these provinces, His Honor is assured that the crop in its eventual outturn has been decidedly above the average.

5. In reference to the remarks of the Chamber on the quantities brought to and exported from Calcutta, I am to observe that it is quite possible that these statistics may vary from those of production in the N. W. Provinces. The area under cotton in this province constitutes but a portion of the cotton bearing land of Northern India, the surplus of which goes to Calcutta: and the crop may be good in other parts, *e. g.* in Rajpootana, when it is bad in the N. W. Provinces.

6. The attention of the Board will be called to the other points in your letter, and especially to the degree in which Bombay may have entered into the market in attracting the cotton of Bundlecund and Central India in that direction.

From Government, North-Western Provinces, to Board of Revenue, N. W. Provinces.

Allahabad, 26th February 1873.

I am directed to acknowledge the receipt of your

letter No. 57, dated the 17th January 1873, and enclosures, being the Board's report on the estimated outturn of the cotton crop in the North-Western Provinces for the year 1872-73.

2. It is not stated to what month the report refers, though it is supposed that the estimate is founded on district reports written in October or November. This information should always be given, as without it the bearing of the returns must be uncertain.

3. The main features of the report are the anticipation of an increase at once in area and in produce per acre.

4. The estimated area under cultivation is 1,220,266 acres against an actual cultivation in 1871-72 of 1,077,358 acres, showing an increase of 13°2 per cent. This estimate is probably, upon the whole, well founded, as the early rains caused a larger area than usual to be sown with cotton.

5. The grounds for the anticipation of increased produce per acre are not equally clear. The estimated outturn is 79lbs. per acre against 61lbs. in the previous year; but in several districts which contribute to this estimate, the report would have led Government to expect a different conclusion. In fact, in many cases the figures and the remarks look different ways: and while the Collector states that the crop is injured and the produce bad or below average, the statistics supplied are such as to show that the outturn will be greater than in the previous year. The likelihood of this is apparently

based on the assumption that the previous year's outturn was even worse and farther below the average; but, if so, this should have been distinctly stated. The variations between some similar and similarly situated districts are so great as to attract attention. Boolundshuhur shows the high outturn of 1 maund 27 seers 2 chittacks per acre, while in the adjoining district of Allygurh the outturn is only estimated at 39 seers 9 chittacks. In the Agra Division, the outturn in Etah is estimated at 2 maunds 7 seers 3 chittacks, and in Furruckabad at 1 maund 23 seers 4 chittacks; but in Mynpoory the estimate falls to 32 seers 4 chittacks. Similar differences are to be found in other divisions. These differences may possibly be accounted for, in part, by different modes of cultivation as the sowing of cotton together with other crops; and in some districts, as Boolundshuhur, the crop may have been partially irrigated.

6. The crop occupies 5°13 of the cultivated area in the province. The Muttra District is highest, with 17°19 of its cultivated area under this crop, and the Azimgurh District the lowest, with °03.

7. A comparison with the monthly statements of prices-current published in the *Gazette* with those entered in the Board's report shows some startling variations. The difference is most marked in the Etawah District. In no one of the twelve months do the two sets of prices correspond, and the district which in the Board's statement stands cheapest, with an average of 6 lbs. 7 ounces for the rupee, according to the monthly statements falls to the thirteenth place, with an average of 4 lbs. 9 ounces. Etah takes the first place, with an

average of 5 lbs. 7 ounces; Furruckabad rises from the thirtieth to the twelfth place on the list, with the same average as Mynpoory, and adjoining districts shows generally a close correspondence in the prevailing prices. These figures are more in accord with the general results of the year, and I am to request that the Board will call for and submit explanations by the several Collectors, of the figures on which the Board's statements is founded. The more convenient mode of stating prices is probably the price per Government maund of 40 Government seers.

8. The further report promised by the Board on Munowa cotton, and on the discrepant prices of districts, will be awaited, and the Lieutenant-Governor hopes that the Board will not overlook the remarks contained in paragraph 7 of my No. 738A, dated 21st May 1872, regarding the employment of a sound estimate of average consumption, coupled with knowledge as to the importing or exporting character of a district, to test the estimate of produce; and His Honor also looks for the early submission of the report on the actual outturn.

From Chamber of Commerce to Government of the North Western Provinces, Allahabad.

Calcutta, 20th March 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 66 of the 4th instant.

They are greatly obliged to the Lieutenant-Governor

for the reply which His Honor has been pleased to give to their representation regarding the estimated outturn of the cotton crop in the North-Western Provinces for the year 1872-73, as well as for copy of the communication addressed to the Board of Revenue on the same subject.

When the Board's report on actual results has been submitted, the Committee will be glad to be favored with a copy of it; in the present stage of discussion they have estimates only, which are always open to adjustment, and as these were made early in the season they would be probably more or less disturbed by circumstances affecting the crop subsequent to the Board's preliminary inquiry and the conclusions then arrived at.

From the accompanying copy of letter to the Government of India, in the Department of Agriculture, Revenue and Commerce, it will be noticed that with the view of ascertaining the sources which supply the cotton received into Calcutta and of accounting for the discrepancy between the quantity brought down by rail and the estimated outturn from the North-Western Provinces, the Committee of the Chamber have requested to be furnished with returns of produce sent to this market from *all* exporting districts, as partial statistics are obviously insufficient to enable the Chamber to form a fairly correct judgment on the important subject of cotton production in India.

From Government of the North-Western Provinces to Chamber of Commerce.

Allahabad, 31*st March* 1873.

In reply to your letter dated the 20th March 1873, I am directed to say that the report of the Board of Revenue on the actual outturn of cotton in the North-Western Provinces is not due in this office until the 1st of April as the latest date. But it will now be considered whether that date is not too late and whether it cannot be submitted by the 1st March.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 20th March 1873.

His Honor the Lieutenant-Governor of the North-Western Provinces has recently communicated with the Chamber of Commerce regarding the estimated outturn of the cotton crop for 1872-73.

In reviewing the estimates submitted by the Board of Revenue, N. W. Provinces, the Chamber was much struck by the conclusions arrived at as they were apparently inconsistent with the Board's statistics which went to shew that after reserving a fairly estimated amount for local consumption in the Upper Provinces there would be little or nothing left for export to the Calcutta market—say 22,000 bales.

Now the receipts into Calcutta by *rail* alone for the

season ending 31st October 1872 were 3,96,700 bales, and in the preceding year 3,68,000 bales ; and the question arises—where does this large quantity come from if the cotton producing districts of the North-west yield only a nominal surplus after providing for local consumption ?

In reply to the Chamber's remarks on this point it is suggested that the supplies from Rajpootana and elsewhere, which are of course not embraced in the Board's report, may be sufficiently large to account for the discrepancy. This may possibly be so ; and it will be satisfactory to learn to what extent the Rajpootana States and *other* cotton bearing lands of Northern India supplement the exports to Calcutta from the districts under the Government of the North-Western Provinces.

As the Chamber possesses no information on this head, I am desired to request you will oblige them by placing at the Committee's disposal any returns which may satisfactorily trace the cotton supplied to Calcutta, independent of the crop of the North-Western Provinces.

Or perhaps the Government has at command the figures showing the actual outturn of *all* cotton producing districts of India ; and from these, with the papers already in their possession, the Chamber will be able to eliminate the proportions sent to each port of shipment, and thus arrive with some degree of accuracy at the production and consumption of the staple in this country.

From Government of India, Department of Agriculture, Renenue and Commerce, to Chamber of Commerce.

Calcutta, 28th March 1873.

In reply to your letter dated the 20th instant, asking for certain information regarding the estimated outturn of the cotton crop for 1872-73, I am directed to state, that the subject is at present under enquiry by the Government of India, the result of which will be communicated to the Chamber of Commerce in due course.

Tariff Valuations.

The valuations of imports for levy of duty in the existing tariff were fixed by a Committee of which the then President of the Chamber, Mr. Bullen, was a member. This tariff came into operation as far back as March 1869, and, notwithstanding the changes in our trade, no alterations have since been made. The Committee have, during the last half-year, had prominently brought to their notice two instances of the defective character of these valuations and their unsuitableness to present requirements. The correspondence regarding one of these cases is annexed; it shows the hardship to importers of the one article of *beads*, and the same hardship is felt in nearly every part of our import trade. Taking the item of *grey*

shirtings alone, it has long been felt that the tariff valuations are considerably above the real values. The Customs' tariff is supposed to represent the actual or net return to the importer, that is "market value, less 7½ per cent., viz. 5 per cent. for duty, 2 per cent. for dustoorie and ½ per cent. landing and other charges." The largest import of grey shirtings is in 8¼ lb. sorts, which by the tariff are assessed at Rs. 5-10-9 for duty, requiring a sale at Rs. 6-1-6,—a price for ordinary makes unknown for a considerable period—and not likely, under ordinary circumstances, to be realised. It can easily be shown, by the same process, the great difference that exists between the real market values and the assumed values of the tariff in nearly all imports and exports; in other words the duty taken is in excess of the supposed 5 per cent. allowed in the Act, and almost ever since the tariff was last revised the trade of the Port has been burdened with this additional impost. The changes in the trade necessitate corresponding changes in the tariff, and the subject in the opinion of the Committee should be brought to the notice of the Government with view to the adoption of such measures as will bring the two values more nearly together, and also modify or remove other anomalies in the tariff now in force. The Committee have been unwilling to

enter on so large an enquiry on the eve of their resignation of office, but they commend the subject to the early notice of their successors. The concurrence and co-operation of the various Chambers of Commerce throughout India will be necessary to obtain a clear and comprehensive view of the requisite alterations, and the Committee of this Chamber have, therefore, in anticipation of action being taken, opened a correspondence with the other Chambers. They have received replies from the two important ones of Bombay and Madras, the former promising their aid and the latter furnishing valuable suggestions as to the changes suited to their own trade. Your Committee have therefore prepared the way for immediate action being taken by their successors.

From Board of Revenue to Chamber of Commerce.

Calcutta, 5th October 1872.

A question being now under the consideration of the Board as to the duty to be levied on certain glass beads imported into this port, I am directed by the member in charge to request that you will be good enough to favor Mr. Money with the opinion of the Chamber as to whether size or mode of packing fixes the distinction between *seed* and *common* beads in the trade.

Chamber of Commerce to Board of Revenue.

Calcutta, 16th November 1872.

Your letter No. 647 of 5th October reached me on the very eve of the Doorga Poojah vacation, and could not consequently be attended to until after the holidays.

Your inquiry was then duly submitted to the Committee of the Chamber by whom I was directed to reply to it after communicating with some importers of the articles in question. I now beg to hand your copies of the answers to my reference as the best mode of satisfying Mr. Money on the point.

I am at the same time to add that it is the Committee's purpose to address the Board of Revenue shortly on the tariff valuations of *seed* and *common* beads which importers consider very high and materially in excess of the prices realised by the trade.

"In reply to the enquiry stated in your favor of the 28th instant, we beg to inform you that under ordinary circumstances the distinction between seed and common beads lies in the mode of packing and assorting of the beads."

"In reply to your favor of 28th ultimo, the distinction between common and seed-beads lies *both* in the size and in the packing.

Seed-beads are made up in *packets of* 25 *bundles, each*

bundle containing 50—60 strings (usually 60 strings)—5 of which are generally tied together in the middle. *Common beads* are made up in packets of 2 *to* 8 *bundles*, according to size—the smaller the size the more bundles, and are not sold here, like seed-beads per packet, *but per lb.*"

"In reply to your letter of the 28th instant, we beg to say that it is the mode of packing which fixes the distinction between *seed* and *common beads* in the trade. Generally seed-beads are of small size, but when *beads* of the same size are packed as *common beads* they are classed as such in the trade. In like manner when larger size *beads* are packed as seed-beads they become seed-beads."

"In reply to your letter of yesterday's date we beg to state, that practically the mode of packing fixes the distinction between *seed* and *common beads*; the former are sold in this market by the bundle, the latter by the pound; the price of seed-beads varies much according to color and size of the beads."

From Chamber of Commerce to Board of Revenue.

Calcutta, 27th November 1872.

With reference to the concluding paragraph of my letter of the 16th instant, I have now the honor to submit for the Board's consideration, the question of the Custom House valuation of beads for duty.

The Committee of the Chamber have before them par-

ticulars of importations which amply justify the charge of excessive tariff valuation, and consequent levy of a duty which in reality ranges far higher than the rate of 7½ per cent., and the following are submitted in illustration of the material difference between tariff and actual realised values.

64 packages beads ex "Chinsurah."

Custom House value		... Rs.	12,141 8 0
Sold for	... Rs. 8,550 0 0		
Less duty 7½ per cent and discount 2 per cent	... „ 812 4 0		7,737 12 0
	Excess tariff value	... Rs.	4,403 12 0

20 packages per "Roman Empire."

Custom House value		... „	2,195 10 0
Sold for	... „ 1,700 0 0		
Less 9½ per cent duty and discount	„ 161 8 0		1,538 8 0
	Excess tariff value	... Rs.	657 2 0

19 packages per "River Nith."

Custom House value		... Rs.	3,419 8 0
Sold for	... Rs. 2,175 0 0		
Less 9½ per cent duty and discount	„ 206 10 0	„	1,968 6 0
	Excess tariff value	... Rs.	1,451 2 0

In these 3 instances the total Custom House values were	...Rs.	17,756 10 0
and the sales realized	... „	11,244 10 0

leaving the importers to pay duty on ... Rs. 6,512 0 0 more than they actually sold their goods for.

Another importing firm makes the following statement :—

"Taking the case of seed-beads we find that in a shipment of this quality weighing net 7,159 lbs., which was assessed at 10 annas per lb., amounting in value to Rs. 4,474-6, and on which duty at Rs. 7-8 per cent — Rs. 335-9-3 — was levied, the actual market value of the beads when realised less the usual discount of two per cent reached Rs. 3,381 which amount estimated in lbs. yields 7 annas $6\frac{5}{8}$ pie per lb., and the incidence of the duty amounted to Rs. 9-14-9, instead of Rs. 7-8. In another instance *seed* beads weighing 3,236 lbs. similarly assessed amounting to Rs. 2,022-8 on which duty was paid Rs. 151-11, the actual market value thereof reached Rs. 1,470 yielding per lb. 7 annas 3 pie, instead of 10 annas (the tariff valuation) and the incidence of the duty amounted to Rs. 10-5-3, instead of $7\frac{1}{2}$ per cent. In another instance *seed* beads weighing 3,184 lbs. assessed at Rs. 1,990, duty on which was levied at Rs. 149-4, yielded when realised Rs. 1,335-4, which estimated in lb. shews a value of 6 annas, $8\frac{1}{2}$ pie per lb., and an incidence of duty of Rs. 10-1-9.

"Turning to scarlet beads we find 12,542 lbs., assessed at 10 annas per lb. Rs. 7,838-12, duty thereon

Rs. 587-14-6, being at 7½ per cent., yielded Rs. 6,927-10, which shews a value of 8 annas 9⅔ pie per lb., and an incidence of duty of Rs. 8-7-9; again 16,466 lbs. assessed on a similar basis at Rs. 10,287-8, duty thereon at 7½ per cent. being Rs. 771-9, yielded Rs. 9,039-7-4, or 8 annas 9⅓ pie per lb., and the duty was actually Rs. 8-8, 6½ per cent.; also 9,771 lbs., assessed at Rs. 6,106-14, duty being at Rs. 458-[illegible] yielded Rs. 5,223-7-11, equivalent to 8 annas 6⅔ pie per lb and bearing an actual duty of Rs. 8-12-5.

"Proceeding on to red beads 5,165 lbs., assessed at 10 annas per lb., Rs. 3,509-6 duty, thereon being Rs. 263, yielded Rs. 2,734-13 or 7 annas 9½ pie per lb., and the duty thereon fell at Rs. 9-10 instead of 7½ per cent. 5,610 lbs. assessed at Rs. 3,506-4, duty being Rs. 262-15-6, realised Rs. 3,105-6, equivalent to 8 annas, 10¼ pie per lb., and exhibiting an incidence of duty at Rs. 8-7-9, 11,155 lbs., assessed at Rs. 6,971-14, duty at Rs. 522-14-3, realised Rs. 5,099-1, equivalent to 7 annas 3¾ pie per lb., and shewing duty at Rs. 10-8-6½ instead of at 7½ per cent.

"We think we have stated sufficient to shew how onerous the tariff valuation and duty fall upon the trade, and regarding Ruby Pound beads one or two instances will be ample to show that this quality is over assessed beyond the actual market value, while the tariff upon *common* or Pound beads as they are termed in the trade is fair as a whole. Ruby Pound beads are assessed at 12 annas per lb., and for full 2 years we have not known them to reach this figure, the usual quotations

ranging from 10 annas to 11 annas at best; we have not had imported this article lately.

"Summing up these results *seed-beads* range from 6 annas 8¼ pie per lb. to 7 annas 6⅝ pie, Red beads from 7 annas 3¾ pie to 8 annas 10¼ pie, Scarlet from 8 annas 6⅜ pie to 8 annas 9⅜ pie, you will observe that these values represent only the market value of the beads not the actual result of each shipment, as the agency and other charges, duty included, have been completely excluded from calculation, in order to represent for the satisfaction of the Board of Revenue the real value of the beads as compared with the fictitious tariff value in force."

Again Messrs. Ullmann, Hirschhorn and Co., who address you separately and whose letter is herewith forwarded—write thus :—

"Referring to the same question we beg to say that of a shipment of 242 cases beads just imported by ourselves per S. S. "Bengal," the Head Appraiser of the Custom House classified 12 cases *common beads* (which are worth here from 3 to 6 annas per lb.) as *seed-beads*, and that we consequently had to deposit duty on the valuation of the latter, viz., 10 annas per lb., equal to a duty on the *real* value of about 15 per cent. In enclosed letter to the Board of Revenue, we have applied for refund of this excess duty and would thank you kindly to transmit this letter and to support our application.

"At the same time we would draw your attention to the *excessive* customs tariff valuation of *seed-beads* and

the sort red beads usually called "Cornelian Aleppo." We have since several years attentively followed the Calcutta bead market and find the assortments of *seed-beads* usually imported are sold here at an average gross price from about 6 to 8 annas per lb., and *more* frequently under than above 7 annas per lb., same sort may indeed by chance command even a higher price than 8 annas for some time, but there are others also, which are not worth more than 4 annas per lb.

"The "Cornelian Aleppo" beads are classified in the Customs tariff as red beads and the valuation of the same is set at 10 annas per lb., while real *gross value* of the assortments usually imported here is 7 to 8 annas per lb. These beads are made up in packets of 1 *bundle* containing 40 strings."

Reviewing all the foregoing details the Committee are of opinion that the beads traffic is undoubtedly weighted with an amount of duty considerably in excess of that which the actual trade value should bear. The tariff valuation exhibits a very large percentage of excess over net results, and the incidence of duty is proportionately excessive. The trade consequently contributes to the public revenue far more than its fair share and the object of this reference is to obtain for it a just measure of relief by placing it upon a more equitable basis than it occupies at present.

From Board of Revenue to Chamber of Commerce.

Calcutta, 18*th February* 1873.

The Collector of Customs at Calcutta has represented

to the Member in charge that there are good grounds for a revision of the present tariff rates for glass beads under schedule A of Act XIII of 1871.

2. The Collector recommends that, should it not be practicable to agree upon one uniform rate for all glass beads, the terms now recognized of "seed" and "common" be abandoned, and all glass beads of common colors divided into the three following classes, viz:

Not exceeding	size	"O"	on accompanying Card	A	Class I.
„	„	"10"	„	B	„ II.
Exceeding	„	"10"	„	„	„ III.

The valuations proposed for these classes are annas 8, annas 4 and annas 2, respectively, per lb.; class III to include all descriptions of glass beads which are now assessed for customs duty on the market value.

3. The Collector further recommends that the tariff rate for Ruby beads be reduced from 12 to 10 annas per lb., and that for scarlet and red beads from 10 to 8 annas per lb.

4. Before acting upon the Collector's recommendations and addressing Government, Mr. Money desires me to request, with advertence to your letter dated 27th November last, regarding the Custom House valuation of beads for duty, that he may be favored with the opinion of the Chamber of Commerce on the proposals made by Mr. Crawford.

From Chamber of Commerce to Board of Revenue.

Calcutta, 28th February 1873.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 135 of the 18th instant, from which they are glad to learn that the representation made by them to the Board in November last regarding the excessive tariff values of beads for duty has had the attention of the Member in charge of Customs, and that the Collector has also submitted that there are good grounds for a revision of the rate now in force.

The recommendations of the Collector have been duly considered by the Committee, associated with some of the principal importers of the articles in question, the result of the discussion being that in the manner proposed by the Collector the bead trade would not receive that measure of relief to which importers consider it is justly entitled, and that the suggested classification according to certain sizes—ruby, scarlet and red beads being otherwise dealt with—would not improve the means of arriving at an equitable adjustment of valuation.

The Committee are of opinion that importers are right in maintaining that the custom of trade and the special nature of this branch of it should be continued to be recognised, and that the well-known distinctive denomination of *seed* and *common* beads should be preserved.

The introduction of the classification proposed by the

Collector would involve the necessity of opening every package in order to ascertain the sizes, which vary more or less in almost every assortment, and that operation alone would be sufficient to justify the rejection of the proposal.

The custom of the trade in beads both in this country and the country of export is to pack *seed-beads* in parcels each containing 25 bunches sub-divided into smaller ones of 10 to 12 strings, and are sold by *the packet* whilst *common* beads are packed in bundles containing 4 large bunches without sub-divisions, and are sold by the *pound:* and the Committee concur in the opinion expressed by importers that the quality of beads, whether *seed* or *common,* should be determined by the packing.

The importers urge, and with sufficient reason, that the valuations are excessive, and bonâ-fide transactions during the past year, submitted for the Committee's satisfaction, shew actual results—upwards of 40 per cent. less than the tariff valuations and involving a proportionate excess of duty. It is from this obviously unfair assessment that importers desire to be relieved ; and what they consider a measure just and equitable both as regards their own interests and those of Government would be to value all *seed* beads at 7 annas per lb, *common* beads at 4 annas per lb., *ruby* at 9 annas per lb., and *red cornelian* of the size of or less than the one marked "3,794" in the accompanying card at 9 annas, and exceeding that size at 7 annas per lb.

Proposed Classification of Cotton Goods.

The annexed correspondence with the Manchester Chamber of Commerce arose out of a difference of opinion between the Customs authorities here and certain importers regarding the classification, under the tariff, of some Shirting T. Cloths —an almost entirely new description of manufacture. Without entering into the merits of this particular case, or the question of whether the cloth should, according to the ruling of the Custom House, be taken as Shirtings and assessed at 11 annas per lb., or, as contended for by the importers, that they were really T. Cloths and rateable for duty at only 9 annas per lb., it appeared to the Committee only another proof of the inadequacy of the existing tariff to the present requirements of trade. They therefore applied to the Manchester Chamber, as the most competent body, for some authoritative definition of the trade or technical difference of each class of goods. Such a document, supported by the authority of the Manchester Chamber, the Committee hoped, would not only have rendered future differences of opinion between inporters and the Customs impossible, but would also have furnished this Chamber with valuable information for the proposed revision of the tariff. Though the Manchester Chamber, as will be

seen from their reply, are not able to furnish the detailed information sought, they have promised us their hearty co-operation when we are prepared to take up the question of the tariff revision. Such aid will be invaluable to us, and the new Committee will no doubt not be slow in availing themselves of the proffered assistance.

From Bengal Chamber of Commerce to Manchester Chamber of Commerce.

Calcutta, 24th September 1872.

I am directed to inform you that within the last few weeks questions have arisen between the Collector of Customs and some importers of Cotton Piece Goods as to the classification of certain descriptions of cloth and their assessment for duty: and in one instance a reference was made to the Committee of this Chamber which resulted in the expression of an opinion adverse to the view which the importers took of their own case.

More recently a further representation has been made to our Committee as to the necessity for amending the tariff values of some classes of grey goods in consequence of their being entered at valuations for duty lower than the Custom House authorities consider they should be assessed at: they are held by the Customs authorities to be of a value equal to that of cloths classed under the higher rate for duty, but the importers resist this conclusion, and a conflict of opinion is the result.

It is not improbable that a revision of the Customs

Tariff will be proposed by this Chamber with the view to an adjustment of valuations which will satisfy both the Government and the importer, and in anticipation of that contingency and in order to possess an authoritative corroboration of our own experience as to the technical distinctions of the various classes of manufactured goods and what constitutes the difference between goods of varying denominations but of almost equal values, the Committee of this Chamber will be obliged if you would afford them detailed information as to the *trade* or *technical difference of each quality of unbleached goods and what constitutes each class*, say, Grey Shirtings, Grey Jacconets, Grey Domestics, Grey Printers, Grey Long Cloth, Grey T. Cloth, Grey Madapollams, Grey Sheeting, and Grey Mulls, as well as the counts of Yarn generally used for each description.

All these qualities are assessed for duty at a fixed value for weight—Mulls at ... 1 rupee 1 anna per lb.

Jacconets under 10 × 10¼ each	... 11	„
Do. above do. other sorts...	13	„
Shirtings, Madapollams and Printers	... 11	„
Long Cloth, T. Cloth, Domestics, Sheetings, Drills and Jeans ...	... 9	„

From Manchester Chamber of Commerce to Bengal Chamber of Commerce.

Manchester, 12th November 1872.

I have to acknowledge receipt of your letter of 24th September informing this Chamber that differences had arisen between the Collector of Customs at your

port, and some importers regarding the classification of certain descriptions of cloth, and their assessment for duty, a question on which the Directors would have had pleasure in expressing their opinion, and obtaining that of practical manufacturers, had they been furnished with particulars or samples of the goods, but they desire me to state that they do not find it practicable to give, as requested detailed information "as to the trade or technical difference of each quality of unbleached goods, and what constitutes each class, as well as the counts of Yarn generally used for each description."

As an instance of the difficulty which the Directors experience in supplying the information asked for, they would name Shirtings, and mention that in one width alone, 39-inch, and for one weight, 7lbs. the counts of weft vary from 34*s* to 46*s* or even 50*s* according to the greater or smaller quantity of size introduced, the warp being in most cases the same, say 30*s* or 32*s*, when in conjunction with such absence of uniformity it is remembered that Shirtings run from 3 lbs. 6 oz. to 12 lbs. and from 36-inches to 60 wide, it will be seen how impracticable it is to name counts of yarns, for all the goods which you enumerate, particularly as the variation is still greater in T. Cloths, the warps used for which will run from 18*s* to 30*s* and the weft from 20*s* to 40*s*. For Domestics the warps used are from 14*s* to 30*s* and weft from 14*s* to 40*s*.

Even if the counts of yarn ordinarily used in the several classes could be accurately stated, it would be impossible to tell by examining a piece of cloth what counts had actually been used, with such precision as

would enable its being classified under your tariff, nor would any description, which the Directors could supply, be of greater utility; and they feel that no rule which they could suggest would be so correct a guide to the classification of goods as the practical knowledge of their nature, and of the purposes for which they are consumed, possessed by the Merchants of Calcutta.

The Directors would express a hope that in the revision of tariff which you inform them will probably take place shortly, the Merchants of Calcutta may succeed in getting a substantial reduction on values now in force, if not even a concession in the actual rates of duties; indeed, they feel that the time is approaching when the Merchants of India and the Manufacturers of England should unite in pressing on Government the desirableness of altogether abolishing duties on cotton goods, the revenue derived from which is small in relation to the heavy expenses of collecting, and the protective nature of which is leading to the extension of Mills in Bombay Presidency, and a consequent diversion under that protection of capital and labour from their natural and legitimate field.

Whenever the Chambers of Commerce in India are prepared to take up this question earnestly, they will have the hearty co-operation of our Directors.

Proposed Concentration of Marine Offices.

Notwithstanding the refusal of the Government of India, as shown in the annexed corres-

pondence, to contribute from the imperial exchequer towards this scheme, the Committee have much pleasure in stating that the object will still be attained, as the Lieutenant-Governor has it, they believe, in contemplation to concentrate, not only the marine, but all the other offices of the Bengal Government in the same or adjoining buildings. The proposed site with plans and estimates have been duly submitted and are waiting His Honor's decision.

Government of Bengal to the Port Commissioners.

Calcutta, 26th February 1873.

With reference to your letter No. 1093, dated 29th August 1872, I am directed to forward the accompanying copy of correspondence* with the Government of India in the Financial Department, on the subject of a new Customs and Port Office. The Port Commissioners will see that no money from imperial funds will be available for the concentration in one building of the Custom House and the Offices of the Port Commissioners, the Master-Attendant, and the Shipping-Master.

* October Progs., No. 15.
January . „ „ 1.
„ „ „ 2.
No. 1031, dated 13th February.

2. The Lieutenant-Governor regrets that he is unable to meet the proposed expenditure on this account from provincial funds. The necessity of a proper building for the accommodation of the Bengal Government pub-

lic offices being very pressing, any provincial money available for public buildings in Calcutta will have to be expended on Government offices for one or two years to come.

No. 948.

Copy of this letter, and its enclosure, forwarded to the Secretary to the Chamber of Commerce for information, in continuation of this office No. 3165, dated 5th September 1872.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,

Offg. Secretary to the Govt. of Bengal.

Calcutta, the 26th February 1873.

From Government of Bengal to Government of India in the Financial Department.

Calcutta, 21st October 1872.

With reference to the correspondence noted on the margin, a copy of which is now forwarded, I am directed to submit copy of a report by a committee appointed to inquire into the question of the proposed concentration of the offices of the Collector of Customs, the Port Commissioners, and the Shipping-Master at the Port of Calcutta, in one building.

Marine Progs., July 1872, Nos. 24-27.
" " Aug. " " 48-54.
" " Sept. " " 4-6.
From Vice-Chairman, Port Commissioners, No. 1093, dated 29th August 1872.
Marine Progs., October 1872, Nos. 13-18.

2. The desirability of effecting such concentration was first pressed upon this Government by the Chamber of Commerce,—copies of the Chamber's letter and of the Lieutenant-Governor's reply are hereto appended. The Lieutenant-Governor agrees with the Committee in thinking that it would be advisable to embrace the Master-Attendant's office in the scheme, and that the site at the south-west corner facing the river is the best that is available.

3. The concentration proposed appears to the Lieutenant-Governor to be a very necessary one to enable the various offices concerned to carry on the work connected with the great port of Calcutta promptly, efficiently, and economically. Incidentally it would result in an immense improvement to the appearance of the capital city, where the fine river frontage is now occupied by rather unsightly godowns.

4. The Customs House is a dark, ill-arranged building, most unsuitable for the purposes for which it is used, and situated far in the rear of the river frontage.

5. But much as the Lieutenant-Governor approves the scheme of concentration, he fears that it will prove beyond the means of this Government to carry out. The Port Commissioners would indeed contribute their fair share of the expenses, and for the Marine Departments the Government of India might perhaps see fit to provide. But according to present rule, expenses incurred on account of the Customs House must fall

wholly upon this Government. At the same time the customs grant in the Public Works Department budget for 1870-71 provided only for very ordinary and petty repairs, and it was on the figures of that year that the grants of December 1870 were based.

6. It appears to the Lieutenant-Governor that in the original provincial allotments this Government was hardly treated so liberally as it might have been in the matter of civil buildings. During the year on which those allotments were calculated, only one large and expensive civil building—the new High Court—was in course of construction in Bengal. But by a treatment of the circumstances and the figures which the Lieutenant-Governor has never thoroughly understood, a sum about equal to the expenditure on the High Court was deducted from the Bengal assignment out of civil buildings.

7. Comparing the assignment made to Bengal with that made to Bombay, His Honor observes that Bengal, with its immense territory and fifty-five districts, for which civil buildings have to be provided, only received an allotment of £105,000, while Bombay, with its small territory and (including Sindh) its twenty-one districts, obtained £103,000. The Bombay Government is thus enabled to apply a very much larger sum for civil buildings in the town of Bombay itself than this Government is able to apply in Calcutta. While the Bombay Government is carrying on fine new works, the Bengal Government must be content to patch up such public buildings as it has got.

8. I am to solicit a reference to the correspondence* cited in the margin, which took place in the Public Works Department. His Excellency in Council will observe that an offer to take over the Customs buildings in Calcutta was made to, and accepted by this Government. The Government of India afterwards saw reason to withdraw the offer which had been made.

* Copy forwarded.

Financial Department, No. 1056, dated 8th June 1871.
Bengal Public Works Department, No. 3226, dated 11th July 1871.
Financial Department, No. 2557, dated 5th August 1871.

9. Considering the urgent requirements of the interior of the country, the Lieutenant-Governor could not conscientiously divert further funds from the civil departments and from internal improvements for the sake of constructing fine buildings in Calcutta, even although such buildings also subserve a useful purpose. As no assignment was made for the purpose of improving the public buildings and beautifying the town of Calcutta, the capital city must, unless His Excellency in Council should see fit to assist in the work, remain in its present—so far as the river frontage is concerned—shabby condition.

10. Under all the circumstances above detailed, the Lieutenant-Governor sincerely hopes that His Excellency the Governor-General in Council will be able to find means for the support of this great imperial building, taking only the contribution of the Port Commissioners towards the work.

From Government of India, Financial Department, to Government of Bengal.

Calcutta, 30th December 1872.

In reply to Officiating Junior Secretary Mr. Edgar's letter No. 3622, dated the 21st October last, I am directed to say that the Governor-General in Council regrets that the condition of the finances will not admit of the proposed expenditure of imperial funds for the concentration in one building of the Custom House and the offices of the Port Commissioners, the Master-Attendant, and the Shipping-Master.

From Government of Bengal to Government of India, Financial Department.

Calcutta, 4th January 1873.

I am directed to acknowledge the receipt of your letter No. 4738, dated 30th December, informing this Government that the state of the imperial finances do not admit of the Government of India's assigning a sum of three lakhs (or thereabouts) to an amalgamated office for the Custom House and Marine Offices in Calcutta.

2. The Lieutenant-Governor has been so much impressed by what he has heard from commercial men and officials regarding the importance of this proposed concentration of public offices that he ventures to submit the matter to the Government of India again in another shape. Some months have elapsed since the question was first mooted, the position of the provincial finances

has become clearer, and the possibility of some savings in provincial budget of the current year has become apparent. On a review of the whole position the Lieutenant-Governor thinks he might, without unfairness to the rest of Bengal, set aside yearly for the next two years a sum of half or three-quarters of a lakh for the amalgamated Marine and Customs Offices in Calcutta.

3. I am accordingly to inquire whether the Government of India would see fit to grant a like sum for this purpose. The total cost of the amalgamated offices is estimated at Rs. 3,78,450, out of which the Port Commissioners are ready to pay Rs 92,800 for their share of the building. This would leave Rs. 2,85,650 (or say three lakhs) to be paid by Government. The execution of the work would probably be spread over two official years; and if the Government of India were pleased to bear one-half the charge of three lakhs, it would have to grant only three quarters of a lakh for the work during the year 1873-74, and a similar sum during 1874-75. The Lieutenant-Governor ventures to hope that, in view of the wants of the great Port of Calcutta and of the small grants of this kind the Port and city have hitherto enjoyed, His Excellency the Viceroy in Council may be pleased to consider favorably the present proposal.

4. When thus submitting a recommendation regarding the provision of an amalgamated office for the Customs and Marine Departments, the Lieutenant-Governor desires to remark that the necessity for proper offices for the Bengal Secretariat is even still more pressing; and, as he gathers that this subject is under consideration, he hopes that the whole question of the offices of the Bengal Government in Calcutta may be considered together.

From Government of India, Financial Department, to Government of Beagal.

Calcutta, 13th February 1873.

In reply to your letter No. 52, dated 4th January 1873, I am directed to state that the Governor-General in Council is not prepared to make a grant from imperial funds to provide for the concentration in one building of the Custom House and the Marine Offices in Calcutta.

Mildew in Manchester Goods.

This question has again come prominently forward, and the Shanghai Chamber has, as we did some years ago, addressed a protest on the subject to the Manchester Chamber. A Committee of the latter was appointed and their report, which has just reached us, is published for information of members. It is to be hoped that the strong condemnation of the various improper methods and the use of deleterious compounds for increasing the weight of the cloth now often practised may lead to their abandonment.

From Shanghai General Chamber of Commerce to Bengal Chamber of Commerce.

Shanghai, 26th December 1872.

The Committee of this Chamber beg to hand you herewith copy of a letter on the subject of Mildewed

Goods, which has been addressed to the Manchester Chamber of Commerce, and to request the co-operation of your Chamber in support of the representations contained therein.

LETTER ON MILDEWED SHIRTINGS FROM THE SHANGHAI GENERAL CHAMBER OF COMMERCE TO THE MANCHESTER CHAMBER OF COMMERCE.

Shanghai, 17*th December* 1872.

The attention of this Chamber has, for some time past, been specially directed to the wide spread deterioration by mildew of Cotton Piece Goods imported to this country from Manchester. In view of the heavy losses which have been recently incurred from this cause by those concerned in the trade, I offer no apology in bringing to the notice of the Committee of your body a subject which possesses in addition to a general interest, a direct importance to the manufacturer, no less than to the merchant.

The existence of an abnormal growth of a substance resembling mould disfiguring to the appearance, and often seriously injuring the texture of Cotton Cloths, principally Grey Shirtings and T. Cloths brought to this country, the outer packages of which show no signs whatever of contact with salt or fresh water or undue dampness of any kind, has been no recent discovery.

The evil, however, was seldom heard of, until after the outbreak of the American Civil War, when it became very prevalent concurrently with a more free use of East Indian staple in Lancashire, and an increasing and unfavourable

disproportion between the cost of the raw material, and the price to be obtained for the Cloth.

Losses in 1864-65 from this cause were very large. The Cloth was not only often found to be discoloured with black and yellow spots, but in many cases its texture had become rotten, the injury being principally apparent at the folded edges of the pieces, though it was by no means confined to the external folds. Reclamations, for the most part unsuccessful, were at that time made upon the manufacturer through the buying or packing Agents, and owing either to the general attention which was directed to the question, or more probably to the altered conditions of the trade itself, damage by mildew, though not altogether unknown, became subsequently less notorious until within the last two years, when it has presented itself in a still more aggravated form. Towards the end of 1871, parcel after parcel of Grey Shirtings, principally if not wholly consisting of second and lower qualities were rejected by the Chinese buyers, as "spotted," and during the year now elapsing the evil has become so general that in September last, it was estimated that 75 per cent of the entire stock of Grey Shirtings and T. Cloths in this place were unmerchantable as sound goods. The trade in fact was completely disorganized.

Sales by auction without reserve, or by private contract with all faults at heavy reductions from the market price were of daily occurrence and were rendered necessary by the rapid deterioration which much of the Cloth was obviously undergoing. The injury has been found to prevail most extensively in the fair to ordinary qualities of 7 and 8¼ lbs. Grey Shirtings and 6 and 7 lbs. T. Cloths,

though in the better makes it frequently occurs in a lesser degree. In the heavier qualities of both Shirtings and T. Cloths, mildew is seldom if ever observed.

The Committee of this Chamber are unable to conceal their conviction that the cause of the deterioration is to be found in a defect inherent in the Cloth itself, originated in the course of manufacture, and though positive proof cannot at present be adduced, negative evidence of a very suggestive character is forthcoming which tends to show that this defect arises from the use of "size" in undue quantity, and of a nature deleterious to the fabric. This size, there is reason to believe, is employed to work up inferior Cotton, and to increase the weight of the Cloth. In this connection the circumstance is significant, though the Committee would regret to lay undue stress upon it, that, as was the case in 1864-65, the evil has become prominent at a time, when the value of the manufactured article is unduly low compared with the cost of Cotton.

The reclamations of Exporters have hitherto been principally met by the testimony of Chemists, whose certificates have been brought forward to show that nothing deleterious to Cotton textile fabrics has been discovered either in the specimens of size produced by the manufacturer, or in the pieces of Cotton Cloth returned by the Exporter. It is almost needless to say that the certificates of Chemists which merely state that the tests applied show in the size they have examined no cause for the damage sustained are not satisfactory. There may be and probably are destructive qualities in the size which elude chemical analysis. And though various suggestions as to the cause of the evil have from time to time been made by

Manchester Agents, these suggestions have not stood the test of critical examination.

They have been somewhat to the following effect :—

The action of undue heat in vessels' holds and especially in these of Iron Steamers viâ Suez.

Exposure to undue heat or dampness during storage abroad.

Contact with sea or fresh water.

Inferior packing.

The Committee in expressing their confident opinion that the origin of the damage is not to be traced to any one of the foregoing causes are not unaware that mildew may be, and probably is, sometimes stimulated by special atmospheric and other conditions, which are favourable to its development. But in order to find an efficient remedy for its injurious consequences the evil must be traced to its source, and the Committee are prepared to furnish evidence in support of the following propositions :

Mildew is not the result of damage by salt or fresh water or external dampness of any kind. It occurs on goods the canvas wrappings of which are perfectly clean and unstained, the interior tarpaulin not having lost its sheen, while the brown paper coverings have not been affected by dampness and retain their original gloss. These conditions are incompatible with the supposition that moisture has penetrated from the outside.

It does not *originate* in the manner of packing, for

Goods have been found damaged in the most extensive degree in the best as well as in the most inferior packages.

It is not due to want of ventilation in the holds of vessels, steam or sailing, the damage having been found to occur in goods which arrive in the best as well as in the worst ventilated holds, after short and long passages round the Cape, and viâ Suez Canal.

It is not due to length or character of storage in China, for Mildew exists in goods imported in steamers viâ Suez, and which have been examined immediately after arrival.

The following facts have also an important bearing upon the solution of the question :

The bales badly affected by Mildew are generally found to be heated internally, sometime to such an extent that even in summer a thermometer placed in the centre of a newly opened package has been found to indicate a rise in temperature of over 10 degrees of Fahrenheit. In one instance brought to the notice of the Committee, viz., on the 15th June last, the rise indicated in two minutes was from 71° to 88½°. The inference to be drawn is that fermentation was going on.

The interior of bales has been often found so damp that palpable moisture has exuded from the cloth the exterior wrappings being all the time dry and uninjured.

After fermentation has ceased decomposition to a greater or less extent would appear to occur. The cloth, in cases where the injury has been small, becomes spotted some-

times with black at other times with yellow discolouration, but in the worst cases it is made tender and rotten, a white powder being frequently removable from the threads.

I submit that if these facts be authenticated they exclude the supposition of the damage being occasioned between the periods, when the goods have been packed, and when they reach the consumer. The enquiry into the cause of the evil should therefore be limited to the circumstances of manufacture and preparation for packing.

In urging upon your Chamber the advisability of instituting such an enquiry it is not the intention of this Committee to enter into either the legal or the moral bearing of the question as between the manufacturer, the packer and the merchant, though it cannot be denied that the responsibility for the losses, which occur through the deterioration of the goods after inspection by a skilled Agent and in the transportation of which every reasonable precaution has been taken is not one which should properly fall either upon the merchant or the consumer. A few general observations, however, upon the results of the recent extensive inportations of unsound goods, will not be out of place.

The first effect is, that large quantities of cloth are forced off at reduced and irregular prices, by which means the tone of the market is lowered, and the value even of sound goods is depreciated. Bales are no longer as was once the case, accepted unopened, on the faith of the sample, but the wrappers have to be cut into in order that the condition of every package may be ascertained. The inconvenience, delay and loss arising from this practice must be too

obvious to need to be pointed out. The trouble and waste of time entailed by the necessity of minute inspection, the frequent re-sales of rejected parcels, and the uncertainty as to the completion of any sale until full examination of the contents of packages has been made,—all represent a positive burden on the trade. The destruction of the packages moreover is a loss to the native merchant, who can never again pack his goods so securely for inland transport. And more important perhaps than all is the fact, that the confidence of native dealers and merchants in Foreign Goods is shaken; for they are no longer secure of carrying their purchases to the end of a long journey in a merchantable condition. Such general want of faith in the soundness of Foreign Cotton Goods must tend to render them unpopular among the Chinese. And considering that Foreign Imports, though cheaper, have great difficulty even under favourable circumstances in competing with the more durable native manufactures, the trade is not in a position to bear any additional burden.

Although, therefore, the first losses from mildew fall upon the Importing Merchant while the manufacturer appears to escape altogether, yet such an unequal and unfair distribution of the responsibility cannot continue, if for no better reason than that the magnitude of the losses will soon put it beyond the power of merchants to bear them, were they ever so willing. But it requires no argument to show that the state of things now complained of must materially diminish the trade in Cotton Goods, or what amounts to the same thing, check its natural increase, a result which must be of equal importance to the interests which your Chamber represents as to those of the China Merchants.

The Committee do not hesitate to claim your prompt and active co-operation in a strict and satisfactory investigation into the causes of mildew as well as into the most efficacious means of providing a remedy for a crying evil, affecting not only the interests of the most important branch of British industry, but also the honor and reputation of British Commerce.

The following report has been presented to the Directors of the Manchester Chamber of Commerce :—

Gentlemen,—The Committee appointed to consider the causes of mildew in cotton goods shipped to our Eastern markets, in presenting their report to the Board of Directors, deem it to be desirable, for the sake of clearness and brevity, to state only the conclusions at which they have arrived, and to abstain from relating the various arguments and reasons which have guided them in their decision.

The Committee have found it impossible to pass every one of their resolutions with entire unanimity, but even in those cases in which a difference of opinion has prevailed a very large majority have voted in their favour.

The following are the resolutions adopted, in the order in which they stand :—

1. "That the use of deliquescents in the composition of size, or the use of those ingredients which by combination and reaction become deliquescent, tends to produce mildew, and is to be condemned."

2. "That the artificial introduction of moisture into the yarn or cloth, for the purpose of increasing weight, during the processes and stages of manufacture, or after manufacture, or the deliberate moistening of the cloth by means of damp storage, tends to create mildew, and must be condemned."

3. "That the excessive sizing of cloth, for the object of producing weight and cheapness, is dangerous, and considerably increases the risk of the generation of mildew."

4. "That the careless exposure of the goods to dampness during the loading or unloading of the cloth at the manufactory and the merchant's warehouse, or during the transit of the goods between the factory, the warehouse, and the ship, or during the voyage of the vessel, is dangerous, and ought to be prevented."

5. "That greater attention ought to be given to the ventilation of ships and steamers, especially iron-built vessels, and more care exercised in the storage of goods on board, and ample space maintained between the bales of goods and the boilers of steamers."

6. "That dock companies and loaders of vessels should abandon the use of improper hooks in handling the bales, as cases of mildew have arisen from water penetrating the holes caused by the use of such hooks."

The Committee during their deliberations have availed themselves of the services of an able analytical chemist, but they do not think it requisite to introduce into their report technical details regarding the preparation of size,

as they think that every prudent manufacturer will seek to avoid all risk of danger and loss by the acquisition of the needful scientific knowledge which lies within his easy reach.

The Committee have purposely kept aloof from sharing in the controversy between the manufacturer, the merchant, and the dealer, as to the causes which have led to the large trade existing in cheap and inferior cloths, as they have no doubt whatever that each party is well informed regarding the intrinsic value of the article which is bought and sold, and it is an indisputable fact that certain makes of goods of the higher-priced quality are singularly free from mildew.

The Committee have no desire to under-estimate the degree of blame which justly rests on certain manufacturers and shippers in our own country, but they are bound to state that complaints of mildew have come from Eastern ports which on close investigation have been proved to be groundless.

The Committee earnestly warn manufacturers against the various nostrums recommended for the purpose of sizing, many of which, under the guise of scientific phrases, impose upon the credulity and the ignorance of those who buy them, and produce the very evils for which they profess to be the remedy.

In the communication addressed to our Chamber by the Shanghai Chamber of Commerce, the statement is made that "mildew is not the result of damage by salt water, or fresh water, or external dampness of any kind." The

Committee cannot coincide in such a statement, as they are prepared with numerous proofs of the very opposite character.

Spot damage, now frequently called mildew, is not an evil of recent creation. It existed to a certain extent in the years prior to the outbreak of the United States civil war. It has, however, undoubtedly increased in magnitude and become more serious in character of late years, and the chief causes have been intense competition and the demand for low-priced goods.

(Signed)

HUGH MASON, President,
JOHN SLAGG, JUNR., Director,
GEORGE LORD, Director,
SAM. MENDEL,
J. NICOL FLEMING,
JOSEPH THOMPSON,
J. GARNETT,
ADAM DUGDALE,
RICHARD BOLTON (R. Holroyd and Co.)
PETER SPENCE,

} Members of the Committee.

Chamber of Commerce, Manchester, April 21, 1873.

Proposal to construct inside the Jetty enclosure warehouses for the storage of goods.

The accompanying correspondence will remind members of the reference made to them by the Committee in January last. The proposal sub-

mitted by Messrs. Hoare, Miller and Co. to the Port Commissioners embraced a project of considerable magnitude and importance, and the Committee therefore circulated it for an expression of opinion from members generally. The reference resulted in a large majority of votes against the project.

From the Port Commissioners.

The 19th December 1872.

In accordance with a resolution passed by the Commissioners at their last meeting, I am directed to submit herewith copy of a letter from Messrs. Hoare, Miller and Co., suggesting that warehouses should be constructed inside the jetty enclosure for the storage of imported and exported goods. I am to request that you will be good enough to submit the letter to your Committee, and favor the Commissioners with an expression of the opinion of the Chamber of Commerce upon the suggestion made by Messrs. Hoare, Miller and Co.

From Messrs. Hoare, Miller and Co.

Calcutta, December, 1872.

We think the present a favorable time for suggesting to the Commissioners the expediency of erecting close to the river and adjacent to the jetties, used by sea-going vessels, large warehouses for storing imports and exports such as exist in London, Marseilles and other great Ports in Europe.

All who have been engaged in the Manchester. and Calcutta trade since the year 1865 know that about 90 per cent of the imports of the last eight years have resulted in loss to the concerned. We consider the system of each trader having his own separate warehouse is the principal cause of such an astonishing result.

None will deny that the actual cause of loss is the excessive supply of Manchester goods, for the demand has been great and steadily increasing, and this excessive supply is due in our opinion to the absence of co-operative warehousing, and the consequent necessity of each firm maintaining an establishment equal not simply to its average extent of business but to any possible extent of business which can occur to it. As most people prefer an uncertain remote loss to a certain present one, instead of frankly admitting that the present system must entail a loss on house rent account, whether direct or indirect, merchants here compete in rendering account sales to their constituents on an unduly low scale of rents, expecting by this means and by forcing business in every way to bring enough grist to the mill to make both ends meet at the end of the year.

There are over one hundred firms engaged in the import trade of this Port whose outlay on warehouses ranges from Rs. 400 to 2,000 a month, and if we take the average rent at Rs. 800 a month, and allow that office accommodation only could be secured at Rs. 250 a month, we find the following to be the actual cost of warehousing about 450,000 packages of imports annually.

100 Firms	rent godowns only	Rs. 6,600	avg.	Rs.	6,60,000
100 „	300 godown sircars „	300	each		90,000
100 „	300 landing „ „	250	„	„	75,000
100 „	600 godown coolies „	72	„	„	43,200
100 „	500 durwans „	84	„	„	42,000

To which add :— Rupees 9,10,200

salary and perquisites of the Head Native Assistant who guarantees the fidelity of the above employés

or, exclusive of the cost of removal from jetty, Rs. 2-8 per package whether it be stored for one day or one year.

The great waste of this antiquated system is the more apparent when we consider the very different opinions which prevail amongst merchants. One firm which imports 10,000 packages annually may so regulate imports and sales as never to have more than 1,000 packages in stock, while another importing the same annual quantity may occasionally have as many as 8,000 packages to warehouse at one time. Suppose both to have the same size godowns, if the former has exactly room enough, the latter must have more goods than he can store on his own premises and is obliged to engage further room outside.

It is possible that importers of fancy goods would still find it necessary, as in London, to have their own warehouses; but if the Port Commissioners were to erect a range with a capacity for 200,000 packages, and in addition to the present jetty charge of 6 annas per package offered storing and warehousing for the first

month at 4 annas per package and every subsequent month at 2 annas, we calculate not less than 300,000 packages would be warehoused annually, remaining in store on an average two months, and thereby yielding a revenue to the Commissioners of Rs. 1,12,500, besides enabling the present jetty charge to be maintained permanently at six annas, a rate which, although now by some regarded as too high, would, with the warehousing facilities herein suggested, be at once reasonable to the public and sufficiently remunerative to the Commissioners to admit of the formation of a reserve fund for the better security of their more perishable property.

This import range should be so designed as to admit of additions hereafter to meet the future growth of the trade.

In addition to the import warehouse we would suggest one for Tea also, for the accommodation of that large portion of the crop, which, in order to avoid the heavy expense of selling here in the usual way, is now shipped to London on the growers' account. When Teas come from Darjeeling by the Northern Bengal Railway and the Eastern Bengal Railway is in connection with the jetties, it will be essential to have such a warehouse as we suggest to receive Teas for sale or shipment and so prevent the injury such fragile packages as Tea chests sustain from frequent removals on hackeries through the Calcutta streets. The Assam and Cachar steamers would also use this warehouse by means of the Strand Bank's Tramway.

The trade of the port is growing very rapidly, and

unless timely provisions be made to relieve the streets, the narrower thoroughfares will soon be quite inadequate to the traffic to the great hinderance of business and the enhancement of the city rates.

From Chamber of Commerce.

Calcutta, 22nd January 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter of 19th ultimo, and to state for the information of the Port Commissioners that Messrs. Hoare, Miller and Co.'s proposal having been submitted for the consideration of each member of the Chamber, the result of the reference is that the majority of opinion is against the scheme which those gentlemen have placed before the Commissioners.

Meteorological Report on the Cyclone of June 1872.

It will be seen from the following correspondence that the Telegraph Department has explained the circumstances which the Committee noticed in their last report as exhibiting an absence of active and efficient co-operation with the Meteorological Establishment during the cyclone of last June.

The Committee's remarks were occasioned by a report officially submitted for their information; but on the subsequent receipt of the Director-

General's representation to Government and of a memorandum by the Meteorological Reporter the Committee were glad to find that the proceedings of the Telegraph Department were in order and free from any censure.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 1*st February* 1873.

I am directed to forward, for the information of the Committee of the Chamber, a copy of the letters marginally noted from the Director-General of Telegraphs in India, regarding the remarks made upon certain points connected with the Telegraph Department by the Officiating Meteorological Reporter and the Chamber of Commerce in connection with the Cyclone of June 1872. I am also to send copy of a note recorded by Mr. Willson.

1. No. 3073, dated 13th January 1873.
2. „ 1854T, „ 15th „

From Director-General of Telegraphs in India to Government of Bengal.

Calcutta, 13*th January* 1873.

I have the honor to solicit your attention to the report of the Bengal Chamber of Commerce for the half-year ending 31st October last, which contains extracts from a report by the Meteorological Reporter furnished to the Chamber by the Government of Bengal, and also the Chamber's reply to Government, relating to the Cyclone of June 1872.

2. These extracts are calculated to convey a very erroneous impression of the manner in which the Telegraph Department performs its duties, and immediately on perusing them I called upon the Superintendent, Bengal, for a report on the subject. In the annexed office memorandum, which I have the honor to request you will lay before His Honor the Lieutenant-Governor, will be found the substance of his reply.

3. It appears evident that the full value of the assistance which the telegraph might render in such emergencies was, on the occasion to which the Chamber's remarks refer, lost solely through the absence of prompt action on the part of the responsible officer, the Meteorological Reporter, and the delays ascribed to the Telegraph office, and the general imputation of its inefficiency and unpreparedness had no foundation on fact.

4. It was doubtless through oversight that I was not furnished by your Government with papers of such interest, and I beg you will explain to His Honor the circumstances of the case, and assure him that, fully impressed with the great importance of the subject, this direction will insist on the fullest possible assistance being given on all occasions to the Meteorological Department. But no more than is absolutely necessary should be left to the discretion and intelligence of the telegraph *employés* and to obtain satisfactory results, the initiative must be taken by the scientific officer who has been specially appointed by Government to investigate the causes and to endeavour by timely notice to mitigate the results of these atmospheric disturbances.

Cyclone of June 1872.

In pages 84, 85, 86, 87 and 91 of the Report of the Bengal Chamber of Commerce for the half-year ending the 31st October, the working of the telegraph, in connection with the transmission of meteorological reports, is unfavorably commented upon.

The Superintendent, Bengal Division, reports as follows :—

The statements in the first and second pages of the report are not very definite. One paragraph opens with the words "at this critical time," but the date itself is not given. Taking the date to be the 25th June 1872, which is mentioned in page 87, as the time referred to, the Superintendent observes that the primary object with which the line to Saugor Islands was erected and maintained was the transmission of shipping reports; that after sunset the movements of the shipping cannot be made out and reported, and the line not being part of any main system, the offices are all classed as third class, open only for limited day-work, and the "line to Saugor" was, as a matter of course, closed after sun-down. There was no interruption to communication in the sense in which the Chamber of Commerce is supposed to have understood the closing of the line.

Referring to the next remarks that "after some delay and difficulty a report was obtained from Cuttack" at about 10 P. M., local time, two telegrams were tendered for transmission, one for Cuttack and the other for Saugor Island. The reply from Cuttack was handed over to Mr. Willson in the office at 11-5, or in one hour and 5 minutes the delay or difficulty is therefore not understood.

In page 85 complaint is made of the tardy delivery of telegrams. The annexed statement of the time occupied in the transmission and delivery of all those received on the 25th for the Meteorological Reporter, shows that there was no unusual delay in the delivery that day. In the case of the Akyab message, included in this statement, the delay in the return of the messenger to the office was due to his having other messages to deliver at the same time for places more than two miles from the signal office. If, therefore, the delay of four-and-a half and three-and-a-half hours complained of actually occurred, the fault is apparently due to the Meteorological Reporter's office arrangements. The telegrams were all delivered to Mr. Willson's native assistants, except one, the receipt for which was signed by himself.

The remark at page 87 would point to a state of inefficiency which does not really exist. Had the Reporter known that the offices on the Hooghly river are closed after sunset, and if from the telegram he received during the day he anticipated any necessity for communicating with Saugor Island office at night, an intimation to that effect to the Assistant Superintendent in charge of the signal office would have resulted in the offices being directed to keep open.

The statement in paragraph 5 at page 87 is a repetition of the remarks which have been referred to in the 2nd and 3rd paragraphs of this memorandum.

In the 10th paragraph of Mr. Willson's report (page 87) he states "I received the eleventh and twelfth hour's

telegrams about 3-30 in the afternoon." There are no such reports known to the Calcutta signal office as the "eleventh and twelfth hour reports," and the statement already referred to shows that, if by the "eleventh and twelfth hour reports," Mr. Willson means those numbered 4619 from Saugor and 4637 from Cuttack (the former timed 10-3, and the latter 10-33 A. M., local time), there was no delay whatever so far as this department is concerned, and that the delay in their receipt must have been due entirely to his own imperfect arrangements.

Referring to paragraph 49 of Mr. Willson's report, page 91, so far as the telegraph is concerned in the proposed arrangement, this department is fully prepared for it. The lines to Saugor are in excellent condition, and unless carried away by a Cyclone of irresistable force on the spot, may be fully relied upon.

In conclusion, it may not perhaps be out of place to observe that it should not be left to this department to judge of the necessity or otherwise of keeping open the river line offices for meteorological purposes beyond their usual working hours. The business of this department is solely the carriage of information that may be entrusted to it for transmission, and this done, nothing further should be expected from it. *Primâ facie* there appears to be no occasion for keeping the office at Saugor open day and night, which would involve additional establishments and at considerable enhanced cost. The present establishment will be found sufficient for any sudden emergency, if the Meteorological Reporter will adopt resonable precaution ; on such occasions it should be his duty to intimate to the head of the Calcutta signal office

what assistance he requires, and it will be cheerfully and promptly given.

T. BLISSETT,

Persl. Asstt. to the Dir.-Genl. of Telegraphs in India.

Statement of Telegrams received for the Meteorological Reporter on the 25th June 1872.

Office number.	Where from	Timed.	Received in Calcutta office.	Despatched.	Delivery peon returned to office.	Receipt acknowledged by
4619	Saugor ..	10-3 A.M.	10 8	10-25	11 A.M.	Native Signature.
4637	Cuttack ..	10-33	11 43	12	1-25 P.M.	Chatterjee.
4686	Saugor ..	4-4 P.M.	4 16 P.M	4-25 P.M.	Office delivery	Native Signature.
4698	Chittagong	3-45 P.M.	4-39	4-50 P.M.	7-18 P.M.	Ditto.
4718	Akyab ..	4-30	5-36 P.M.	5-58 P.M.	8 50	Wilson.
4749	Madras ..	7-20 P.M.	7-43 P.M.	8 P.M.	9-20	Native.

To simplify reference the above also has been all reduced to local time.

From Director-General of Telegraphs in India to Government of Bengal.

Calcutta, 15th January 1873.

Continuing my letter of the 13th January, No. 3073, I have the honor to acknowledge the receipt of your letter No. 32, dated 3rd idem, with which you forward the marginally noted extracts on the subject of the Cyclone of June last. This letter reached me yesterday, the 13th, after my

1. Paragraph 5 of Mr. Willson's report on Balasore cyclone.
2. Paragraphs 4 and 5 of letter from the Secretary to the Bengal Chamber of Commerce, dated 30th October 1872.

letter to your address was written; the extracts which it covers have long since been published, and, as I have already stated, were discovered by me in the published report of the Chamber of Commerce.

2. You will have learnt from my letter of yesterday that an investigation of Mr. Willson's statements has shown that he, and not the telegraph, is to blame for the delays and inconvenience that occurred on the occasion in question; and it appears unnecessary to add to the remarks I have already made further than to repeat the assurance of my full appreciation of the importance of the subject, and to ask that complaints against this department may not be taken for granted and published without giving to its officers the opportunity of investigating them.

3. We do not pretend to absolute immunity from errors or delays; but we do adopt every possible precaution to prevent them, and can with confidence assert that their occurrence is exceedingly rare. It is the policy of the department to invite complaints, which are carefully inquired into by whomsoever preferred; and had I detected neglect of any kind on the part of the telegraph officers in connection with this inquiry, I should have had no hesitation in admitting it, or in punishing those in fault.

MEMORANDUM.

In paragraph 5 of the Balasore Cyclone Report I stated that when I arrived at the Telegraph Office (between 9 and 10 P. M. on the 25th of June) "the line to Saugor was closed." I drew attention to this fact with-

out imputing any blame to the Telegraph Department. The fact, however, that the officers of the Saugor line are closed after sunset, may often render the line useless for purposes of giving warning of the approach of storms.

The office memorandum forwarded by the Director-General of Telegraphs with his letter No. 3073 of the 13th January 1873, contains the following:—"If from the telegrams he (the Meteorological Reporter) received during the day he anticipated any necessity for communicating with Saugor Island Office at night, an intimation to that effect to the Assistant Superintendent in charge of the Signal Office would have resulted in the offices being directed to keep open."

With reference to this I would remark that storms do not always announce their approach during the day time. In the case alluded to, it will be seen on reference to the 5th paragraph of the cyclone report, that the threatening telegrams which rendered communication with Saugor Island desirable were not received until after sunset. Taking this into consideration, I do not understand the charge of "the absence of prompt action" brought against the Meteorological Reporter by the Director-General of Telegraphs in the 3rd paragraph of his letter No. 3073, dated 13th January 1873.

With regard to the "tardy delivery" of telegrams, the statement submitted by the Director-General's Office, showing the time when telegrams were received and delivered, refers to the telegrams of the 25th of June, whereas the charge of "tardy delivery" made by the Chamber of

Commerce refers to the Saugor Island telegrams of the 29th of June.—See letter from the Chamber of Commerce, paragraph 6, and Cyclone Report, paragraphs 9 and 10. The telegrams referred to were waiting for me at the Meteorological Office, when I arrived there at 3-30 P.M. from lecturing at the Presidency College, I had given orders, when leaving the office in the forenoon, to have any telegrams which might arrive in time forwarded at once to me at the Presidency College. These telegrams did not arrive in time to be forwarded, but I cannot say that any unusual delay occurred in their delivery; and in paragraph 10 of the Cyclone Report no charge of tardy delivery was made or intended. In another matter, about the same date, I had cause to complain of the very tardy despatch of a telegram to Cuttack, but as I received a full explanation of the fault of its not being sent on from the Assistant Superintendent of Telegraphs, I did not consider it necessary to proceed any further in the matter.

W. G. WILLSON.

24th January 1873.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 20th February 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt (on the 11th) of your letter No. 559 of the 1st instant, relative to the Meteorological Report on the Cyclone of last June, on certain portions of which the Chamber addressed the Government of Bengal in their letter of 30th October.

The Committee have duly noted the representation on this subject made by the Director-General of Telegraphs, as well as the Memorandum recorded by Mr. Willson.

The remarks which the Committee considered it their duty to make were obviously based on the Report itself; and their reference to the "tardy delivery" of messages was amply justified by the bare statement that the 11 and 12 o'clock telegrams were received about ½ past 3: but as Mr. Willson has, in his memorandum, explained the circumstances under which he was not in possession of the messages till that late hour, the Committee are glad they have the opportunity of withdrawing the imputation of dilatory action on the part of the Telegraph Department.

Sea-worthiness of Merchant Ships.

The question of the sea-worthiness of native owned ships leaving this port has been brought prominently to the notice of the Government, owing to the loss of life in the wreck of the "Ticonderoga," and the matter was referred to the Chamber for their opinion. The Committee fully agree with the Government that there should be a compulsory survey and classification of all such vessels; and they have no doubt measures will soon be taken to enforce such a survey.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 11th December 1872.

I am directed to forward, for the information of the Chamber of Commerce, a copy of the papers noted on the margin, and to request that the Chamber will be so good as to favor the Lieutenant-Governor with their opinion on the subject of the necessity or otherwise of providing some test for the sea-worthiness of merchant vessels leaving this port.

Report of Committee on the wreck of the *Ticonderoga*.
Letter to the Government of India, Marine Department, No. 4463, dated 11th December 1872.

REPORT.

After carefully inquiring into the cause of the wreck, we have the honor to report as follows:—

The ship *Ticonderoga*, of 1,300 tons, an American built vessel, wooden, native owners, sailing under British colors, being upwards of 20 years old, with no classification, left Jeddah in the month of August last, laden with salt, bound to Calcutta. The ship's company consisted of the commander (Nacoda), a chief mate (native), and 52 lascars, together with 18 passengers, mostly return pilgrims.

From Jeddah the vessel experienced fine weather (having all canvas set) to the Malabar Coast, where about 100,000 (one lakh) cocoanuts were taken in, after which she sailed for Calcutta.

Notwithstanding the fine weather experienced from

Jeddah to the Malabar Coast, the vessel appears to have "made a great deal of water, pumping every three hours, during fine weather, and every two hours in a strong breeze."

Beyond this pumping nothing happened until October 23rd, when the vessel arrived in latitude 18° 30′ N. and 89° last longitude, when a variable wind was experienced, and a storm set in. Canvas was taken off the vessel, and she was put under her three topsails, foresails, and fore-topmast staysail.

About 11 A. M. on the 24th October the vessel commenced to labor heavily owing to the heavy sea running at the time, and five or six planks of the ship's top side under the main chains, starboard side started, and the sea came rushing in through the opening.

The pumps were kept constantly going by the crew, but they could not reduce the quantity of water in the hold.

The commander altered the course of the vessel to the N. W. for the Orissa Coast, and gave orders to have a number of rafts constructed of topmast, studding sail booms, and other loose spars, and at noon of the 25th October the vessel was run ashore near Manickputtee on the Orissa Coast.

All hands took to the rafts, and 38 people succeeded in reaching the shore alive; the remainder 32 were drowned.

The police took the survivors to Nursingputtee, where every care was taken of them, and they were sent to

Cuttack by the Magistrate of Pooree, and thence to Calcutta by the Collector of Cuttack.

From these facts the Committee are of opinion that the ship *Ticonderoga* was not in a seaworthy condition when she left Calcutta for Jeddah. Notwithstanding the fine weather experienced during the passage from Jeddah to the Malabar Coast, she was making an extraordinary quantity of water, having had to pump two or three times during the day and two or three times through the night.

The commander, or Nacoda did not (in the opinion of the Committee) act with discretion in having taken in additional cargo while on the Malabar Coast.

The commander appears to have acted for the best in shaping a course for the coast when he found the ship was taking in a considerable quantity of water through her topsides, and, as it appears from the evidence of the first officer and the Nacoda passengers, the ship must have sunk before they reached the Sandheads had the commander continued that course.

The commander displayed some judgment in preparing rafts in order to save the lives of the crew and passengers, and when the vessel struck on the Orissa Coast, he was one of the last to leave the ship. He was unfortunately drowned in endeavouring to reach the shore.

The Committee would draw attention to this particular class of vessels, a number of which are sailing out of Indian ports, more or less in an unseaworthy condition, filled with British subjects. Such vessels are not classed

here in Calcutta, but have a certificate granted them by the Surveyor for Lloyds' Agency, or other Surveyor who certifies to their fitness for the conveyance of cargo to any port for the voyage or monsoon, and as this class of vessels belonging to this (and other Indian ports) are for the most part of no classification, and are in many instances stranded ships sold and repaired and purchased by natives, sailing under British colors, the Committee are of opinion it would in a very great degree prevent accidents of this nature if they were subjected to the same rules and regulations which bind ships sailing out of ports in Great Britain.

CHARLES MILLER,
Magistrate of Police,
Southern Division, Calcutta.

E. J. BUTLER, *Captain,*
Prosecutor of Pilots.

From Govt. of Bengal to Govt. of India in the Marine Department.

Calcutta, 11*th December* 1872.

I am directed to submit, for the consideration of His Excellency the Governor-General in Council, a copy of a Report recorded by the Committee appointed to inquire into the circumstances of the wreck of the *Ticonderoga.*

2. The Committee point out that ships are not classed in India as in England, but have only certificates grant-

ed them by the Surveyor of Lloyd's agency, who certifies to their fitness for the conveyance of cargo to any port for the voyage or monsoon, and they add that a number of these vessels are constantly sailing out of Indian ports in a more or less unseaworthy condition filled with British subjects.

3. The Lieutenant-Governor thinks this absence of a system of certificating sea-going ships of the Indian trade is clearly a blot. Under the Merchant Seaman's Act (I of 1859) masters, mates, provisions, water, &c., are certified, but no inquiry can be made into the unseaworthiness of the ship. His Honor is of opinion that he should have periodical surveys, as in the case of steam-vessels sailing under the British flag, or carrying British *(i. e.,* Indian or English) crews, or ships which are not registered at Lloyds as *A1,* or whatever other letters may be admissible with survey.

4. His Honor would solicit that the subject may be considered when the Merchant Shipping Act comes before the legislature.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 31*st December* 1872.

The Committee of the Chamber of Commerce have had under consideration the subject of your letter No. 4464 of the 11th instant, and they desire me to communicate the following reply for the information of the Honorable the Lieutenant-Governor.

His Honor has submitted for the consideration of the

Governor General in Council a copy of a report recorded by the Committee appointed to inquire into the circumstances of the wreck of the ship "Ticonderoga." After giving the facts connected with the loss of that vessel the Committee state that in their opinion she was not seaworthy when she left Calcutta for Jeddah; and, commenting on the generally unsatisfactory condition and character of a number of unclassified old and repaired vessels owned by natives, sailing out of Indian ports under British colors, the Committee recommend that they should be subjected to the same rules and regulations which apply to ships sailing out of ports in Great Britain, all of which they state are forced to obtain certificates of seaworthiness or classification at Lloyds. This is, however, an error as it is not *compulsory* on British ships to be classed at Lloyds or to obtain a certificate of seaworthiness; this is quite optional and is simply for purpose of insurance.

The Lieutenant-Governor concurs in this view of the matter and considers that there should be a periodical survey of such uncertificated or unclassified vessels.

The Committee of the Chamber are inclined to the opinion expressed regarding the character of a large number of native owned vessels belonging to this port, and would gladly see them brought under a stricter inspection than would appear to be exercised at present, and probably the proposed classification would result in a large majority of such vessels being totally rejected and condemned.

On the question of providing for the seaworthiness of

native merchant vessels leaving this port—the point submitted for the Committee's opinion—they direct me to state that the Act for the regulation of "native passenger ships," XII of 1870, amended by Act XII of 1872, amply meets it for such vessels as carry more than 30 passengers, whether arriving at or sailing to any port in British India or elsewhere. Section 11 specially providing for survey and other sections containing penalties for infringement of the law. An extension of this Act to all native passenger ships irrespective of number of passengers might, the Committee think, be advantageously made.

The Committee apprehend it is not the object of Government to include in this compulsory survey ships sailing with cargo only, as even, if the vessels themselves are not insured, the cargoes they carry are, as a rule; and each office has its own surveyor to protect its interests.

The marine officers of Government are the fittest persons to draw up a "test," of seaworthiness which is beyond the knowledge of mercantile men generally.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 5th February 1873.

I am directed to acknowledge the receipt of your letter of the 31st December 1872, submitting the opinion of the Committee on the subject of the seaworthiness of merchant vessels leaving the port of Calcutta.

2. With reference to paragraph 6, I am to enquire

whether the Committee are satisfied that the insurance offices furnish sufficient safeguards in the case of native owned cargo vessels which are said to be very often old and crank, and whether they believe that most of such native owned vessels plying from Calcutta to the Mauritius, the Persian Gulf, and the Red Sea do really have their cargoes insured.

From Chamber of Commerce to Govt. of Bengal,

Calcutta, 28th February 1873.

The Committee of the Chamber of Commerce desire me to state in reply to your letter No. 592 of the 5th instant, that insurance offices issue policy on cargoes shipped on native owned vessels if commanded and officered by Europeans; and in such cases underwriters satisfy themselves through their surveyors in the usual way: but cargoes of vessels sailing in charge of a Nacoda or native commander are not generally taken by insurance offices in this city.

Light-house on the Island of Minicoy.

The Island of *Minicoy*, situated midway between the *Laccadive* and *Maldive* groups, and in a direct line from Galle to Aden, was the scene of the wreck of the Peninsular and Oriental Company's Mail Steamer "Colombo" in November 1862. The establishment of a light-house on the island was proposed some time ago, and has been again urged

upon the attention of the home Government, by whom it has been submitted for an expression of opinion by the authorities in this country. The following papers treat more particularly of the subject of lighting the coast near Cape Comorin, the southern point of India, but they also refer to the desirableness of placing a light on Minicoy; in the establishment of which your Committee signified their concurrence while replying to the reference by the Government of Bengal.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 12th November 1872.

I am directed to forward herewith copy of a letter, No. 138, dated 19th October 1872, and its enclosure, from the Government of India in the Department of Agriculture, Revenue and Commerce, and to request that you will be good enough to favor this Government with an expression of your opinion regarding the proposal to establish a light-house on the Island of Minicoy.

No. 138, dated Simla, the 19th October 1872.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Government of Bengal.

I am directed to forward the accompanying copy of a despatch No. 14, dated 31st July last, from the Secretary of State to the Government of Madras (with en-

closures), and to request that the Government of India may be favored with the opinion of His Honor the Lieutenant-Governor as to whether it is advisable, in the interests of trade and navigation between India and Europe, to establish a light-house on Minicoy Island.

Extract from the Proceedings of the Government of India, in the Public Works Department,—No. 413B—C, dated Simla, the 16th Sept. 1872.

READ the following :—

No. 14, dated India Office, London, the 31st July 1872.

From the Secretary of State for India to the Government of Madras.

On receiving the letter from your Government in the Marine Department, dated the 16th of February last, No. 4, on the subject of the relative class of lights to be placed on Cape Comorin, and at or near the Crocodile Rock, I referred the papers for the opinion of Commander Taylor, whose letter of the 11th of April is enclosed, with the chart marked in illustration of his views.

2. In compliance with your request that the question might be submitted for the views of any other persons competent to give a useful opinion on the subject, I caused the papers to be also forwarded to Mr. Franklin, late Superintendent of Marine at Madras, and Captain Selby, formerly of the Indian Navy, whose letters, dated the 3rd and 23rd of May, are herewith transmitted.

3. I further consulted the Board of Trade on the subject, and have in consequence been favored with a memorandum by Rear-Admiral Bedford, dated the 20th of June, and a letter from the Trinity Board, written on the 12th instant, of which I also enclose copies.

4. I trust that you will be enabled to arrive at a satisfactory conclusion on the subject, and I request that, while the question more immediately under notice, namely, the lighting of the southern extremity of India, is duly considered, the advantage, incidentally mentioned by several of the writers, of placing a light-house on the Island of Minicoy, may not be overlooked.

Dated Hastings, England, the 11th April 1872.

From A. D. Taylor, Esq., Pensioned Commander, late Indian Navy, to the Under-Secretary of State for India.

The correspondence which you have done me the honor to forward, by direction of the Secretary of State for India in Council, concerning the selection of sites for light-houses near the south point of India, fully proves my former assertion, that the general system of lights for India needs to be well considered. I should be very sorry if my opinion were taken without due consideration of what led me to form it, and quite concur with the Master Attendant of Madras that this object should be viewed in all its aspects before the question is finally settled.

The coasting trade of India may have undergone a

great change since my time, but sailing vessels still traverse the seas, and it does not suffice to arrange coast lights merely to suit the captains of steam liners who double Cape Comorin. Captain MacCallum professes to plead "for all commanders of every ship and steamer" passing that cape. My desire also is to benefit the maritime public, and I shall be quite content to have my proposals set aside, if unable to show reason for entertaining them.

Firstly.—I would brush away a few fallacies appearing in the correspondence, and hindering a clear view of the question—

1. The Master Attendant (in paragraph 5 of letter, 29th November) says of the "Crocodile," "it is only a danger to coasters," and notices as a curious fact that no ship was ever lost upon it. The explanation of this is easy; ships give it a very wide berth, although put to much inconvenience by so doing.

2. The *Thalia* frigate was not near Cape Comorin, but some five leagues to the eastward, with conical peak (marked on chart) bearing W ½S. Her captain reported her to have been 3½ miles from land, but bearings put her close in; most likely the haze caused them to over-estimate her distance off.

3. Even a first-class light cannot be seen 20 miles from ship's deck, unless elevated 200 feet above the sea, nor 26 miles (paragraph 12 of letter,

29th November) unless over 300 feet in height. Now the Madras excellent light, only 132 feet, was not visible from the poop of a large ship that grounded on the Pulicat shoal, 18 miles from Madras; but when the men went up aloft to hand the sails, the brightness of the light burst upon their sight.

4. The method (alluded to by Captain MacCallum) of throwing a red line of light from Comorin over the dangerous "Crocodile" will not do for so great a distance as 20 miles, even from a light-house 200 feet high. Hazy weather would reduce its range of visibility to less than 16 miles, which is the distance of the "Crocodile" from the cape.

Secondly.—I would call attention to the following statements of the captains of the steam liners:

1. Captain Beyts writes of the dark stormy nights of the south-west monsoon in making and rounding the cape.

2. Captain James passed it nine times at night between April and October, and always found the weather so clear.

3. Captain MacCallum says—"I always felt that, could I make out the exact position of the cape, the Crocodile Rock would be a secondary matter."

This last shows his thoughts to be set upon the ques-

tion of rounding the cape from east to west; but the principal benefit of the light near the Crocodile will be felt by vessels making their landfall on this coast from the west.

Thirdly.—I would remark that in my judgment the Master Attendant of Madras is quite right in his hint (see paragraph 12 of his letter, 29th November) that the principle adopted in guarding the dangers of the Santapillay rocks is wrong, and will have to be remedied by placing a light on the reef (as engineers have done under like circumstances off the coast of British Burmah, and in Bombay Presidency on the Vingorla rocks), at some future day of India's increased coasting trade and prosperity.

Fourthly.—Let me call attention to the lines drawn on the chart (herewith returned) showing the approach of steamers and sailing vessels from Europe. This graphic method will explain more than many pages of print. If a cross bearing is so necessary as Mr. Dalrymple affirms (paragraph 6 of letter, 29th November), backed up by Captains Day and James, perhaps they will explain to the Madras Government how they could obtain one when at night their ship bears due west from the Crocodile. It is obvious that on that line of bearing, and, indeed, on any line of approach from seaward, the depth of water will show the distance off. I would say then to the captains of the coast liners, and to all mariners, *keep your lead going when approaching land.*

The sum of my advice is this: Let a first class light be put up near the Crocodile, even if there be no funds

left for a light on Comorin. When the Paumben or other channel is half finished, there will be plenty of time to put a good light also on the tip of the cape. Considering what Mr. Dalrymple has said of the inaccessibility of Kota Islet, I cheerfully submit to his judgment that Cadiapatam Point will do very well; there the light will be always under proper control, but it must be a good one. If it be revolving, let that on the cape be a fixed light, or *vice versâ*. My suggestion that Comorin should have a red light, merely implied the necessity of a distinctive mark.

In conclusion, let me earnestly plead again for a light on *Minicoy Island*, so long ago proposed, but so long forthcoming, to mark the ocean highway between Aden and Ceylon, a work for Imperial, Colonial, and Indian Governments to carry out. Although more than ten years have expired since I saw active service afloat, and during that time the Indian coasting trade has been, it is said, entirely revolutionized, yet the interests of that trade demand that somebody (in the absence of any official out there who thinks it his duty to do so) should point out India's wants in the way of lights and charts.

Returning the papers.

Dated Sunderland Terrace, Westbourne Park, London, W., the 3rd May 1872.

From J. Franklin, Esq., late Superintendent of Marine, Madras, to the Under-Secretary of State for India.

I have the honor to acknowledge the receipt of your letter of the —— ultimo, and, in returning the papers

and chart therewith sent, to offer the following remarks on the proposals for lighting Cape Comorin, and some site near the Crocodile Rock.

2. I will first dispose of the question of a light on one of the islets, Kotah or Adumdah, which are very conveniently situated for marking the position of the Crocodile, being only from 1½ to 2 miles inside that danger. But having deep water (9 to 11 fathoms) close to all round, the ocean swell breaks on them, even in fine weather, with great force, and during the south-west monsoon, I believe, they must be completely unapproachable. I once passed very close to Kotah in February, the current, with a light south-east air, having set me much nearer than was intended; the sea was very smooth, yet it broke over the summit of the islet. Adumdah being two miles further east, I did not at the time notice whether the sea broke so heavily there, but I have no doubt it did. In fact an ocean swell rolls in all along that part of the coast as far as Cape Comorin, and even the natives there only make use of catamarans.

3. In corroboration of this opinion, I would point out that Mr. Dalrymple, in the 20th paragraph of his letter to the Madras Government, of the 29th November 1871, No. 6946, states, that the Resident at Travancore, with the Sircar Engineer, used every endeavour to land on this islet in October last, but utterly failed.

4. As the fine weather season on that coast may be considered as extending from the middle of September to the middle of April, it appears plain that either of these

islets would be very unsuitable for a light station, inasmuch as they would afford very imperfect shelter for the attendants, and would probably be for months cut off from communication with the mainland. It is hardly necessary to dilate on the serious accidents that might occur during such period of isolation, should sickness break out among the attendants, or some mishap take place to the light itself, not remediable without the aid of a skilled artificer.

5. Fortunately we have Kadiapatam Point, with an elevation of 70 or 80 feet, a little less than 2¾ miles from the Crocodile. A light on this point will, therefore, answer the purpose required of indicating the position of the danger to vessels at a sufficient distance outside.

6. This being admitted, and two lights advocated, the question to be decided is, whether a first class light shall be placed on Comorin and one of the fourth class on Kadiapatam Point, or *vice versâ*. The answer to this appears obvious. A fourth class light on Kadiapatam Point would be seen, according to weather, 7 to 10 miles outside the danger, while one of the first class at Comorin, visible 3 or 4 miles to the westward of it, would always enable a commander to take cross bearings and satisfactorily determine the position of his ship; whereas, with the first class light near the Crocodile to show 15 to 17 miles outside of it, which is unnecessary, and one on Comorin not visible from the danger itself, no cross bearings could, of course, be taken within some miles of it. I am therefore of opinion that Cape Comorin should show the principal light.

7. But I think it would be very objectionable to have two white lights so near each other as 15 miles. I observe

that Captain Duncan MacCallum, commanding the British India Steam Navigation Company's steamer *Asia*, recommends that a red light should be placed on Comorin; but this is not advisable. Comorin is required to throw its light furthest.

Now, the red colour intercepts the rays so materially that even a first class light of this description would hardly be visible at the Crocodile. I therefore strongly advise that the red light should be at Kadiapatam Point, which, being under 3 miles from the danger, would always be seen well outside of it.

Dated Howill Down, England, the 23rd May 1872.

From Captain W. B. Selby, Her Majesty's late Indian Navy, to the Under-Secretary of State for India.

In returning the papers and maps relating to the question of lights, it is debated that it should be placed in the vicinity of the "Crocodile Rock" on the south coast of Malabar. I beg to inform you, for the information of the Secretary of State for India, that the question regarding the "class of lights which should be respectively" placed at Cape Comorin and Kadiapatam Point, Kotah Islet is one I am unable to answer.

2. But having read the correspondence forwarded, I can but fully endorse the opinions expressed by Commander Taylor, late Indian Navy, that the light to be placed on Cape Comorin is secondary in importance to the one which should be placed as near the "Crocodile Rock"

possible, for but little dependence can be placed on soundings taken from merchant vessels, and at night.

3. For vessels navigating Gulf of Manaar, and running for west coast of Ceylon, a light on Cape Comorin would doubtless be useful. A really good light on Kadiapatam Point, or Kotah Islet, if it can be managed, would give exceeding confidence to vessels running up and down the coast, and to steamers standing in from westward. But, as I have said, Commander Taylor's letter is so exhaustive that I have no need to adduce other arguments in favor of a first class light being placed on Kotah Islet, or, if that is found too expensive, or the islet itself too difficult of access in south-west monsoon, on Kadiapatam Point.

Board of Trade, London, the 20th June 1872.

Memorandum by—G. A. BEDFORD, Rear-Admiral.

I observe that much stress is laid upon the necessity for guarding ships from Crocodile Rock, and for this purpose it is thought expedient to place the better light of the two in question in the vicinity of that danger.

Either light, however, would more than suffice to accomplish this object, so far as lights are capable of doing it, which is only in a limited sense, for neither at Kotah, Adumdah, nor at Kadiapatam would a light lead outside Crocodile Rock, but merely give a direction. It is, therefore, more in the character of landfall and coasting lights that the question is to be regarded.

I observe also that the discussion has been somewhat

narrowed by the desire to utilize a fourth order dioptric light, which is disposable, and I may remark at once that at whichever position it may be decided to place it, the reduction of its illuminating power by making it a red light should be avoided. It is quite proper to illuminate both Cape Comorin and the vicinity of the Crocodile.

A fourth order dioptric revolving white light of the best kind should be capable of being visible at a distance of 17 miles, in an average state of the atmosphere, provided it has sufficient elevation, while a first order fixed dioptric light will scarcely be seen 20 miles off from the deck of an ocean steamer, if the elevation of the light does not exceed 150 feet. There is consequently not that great difference to make it of so much importance where either light is placed.

Assuming a light to be on Minicoy (which seems very desirable), then a light in the vicinity of Crocodile Rock would occupy nearly a middle position ; and while a good landfall light is required for ships coming from the westward, a light on Cape Comorin is equally wanted for ships coming from Ceylon, and in the same degree also for coasters these lights would relatively prove beneficial.

The characteristics of the light near Crocodile Rock should mainly depend upon the disposition of lights upon the coast between it and Allippey, a distance of about 110 miles. If, as is probable, the increase of the steam coasting trade should induce the intervention of a light, say at the salient point of Quilon, it would be de-

sirable to make it a fixed light, to distinguish it from the red light at Allippey, and we arrive at the conclusion that a revolving light would be best near the Crocodile, and a fixed light at Cape Comorin; but if there be no intention of placing a light at Quilon, then the reverse arrangement at Crocodile Rock and Comorin would be preferable.

With respect to the site of the light near Crocodile Rock, it has been already shown that unless it be at the rock itself, neither Kotah, Adumdah, nor Kadiapatam would suffice to clear the danger without the indispensable precaution of a good cast of the lead, in addition to the bearing of the light. The distance of the rock from either of these sites is sufficiently great to render its estimation a too uncertain element in the navigation; but fortunately the soundings afford an excellent check, and any one getting his ship into danger for want of availing himself of it should be held inexcusable. It is, however, a not unfrequent result that additional lights, by encouraging a nearer approach to the dangers they are placed to guard, lead to additional casualties when not intelligently used.

The cost of erecting a light on Crocodile Rock will probably prevent its accomplishment, and although the nearer to the danger the light is placed, the more readily its distance may, as a rule, be estimated, yet there may be local objections to selecting Kotah in preference to Kadiapatam Point, which those acquainted therewith are better able to decide.

With a light on Kadiapatam Point, coasters familiar

with the navigation would probably pass inside the islands during favourable weather.

An accurate bearing of a sufficiently powerful light on Cape Comorin would undoubtedly assist in avoiding the Crocodile Rock; but when it is remembered that an error of half a point in the bearings represents a distance of more than 1½ mile, the necessity for a wide margin must be evident. The distance also of the rock from Comorin is too great for trusting to a sector of red light from the latter to clear the former.

In conclusion, I may repeat that other considerations besides the guarding of Crocodile Rock must be looked at in deciding which of the two lights in question should be placed near that danger; and also that as both would be beneficial as landfall lights, it seems desirable that neither should have a less elevation than 150 feet above the sea level. Probably the India Office would wish to have the opinion of the Trinity House.

Trinity House, London, the 12th July 1872.

From R. Allen, Esq., Secretary, to the Assistant Secretary, Harbour Department, Board of Trade.

I am directed to acknowledge receipt of your letter dated 26th ultimo, forwarding a communication, and its enclosures, received from the India Office, relative to the establishment of lights at or near Crocodile Rock off the Travancore coast and on Cape Comorin, together with a memorandum by Rear-Admiral Bedford upon the subject, and requesting the opinion of this Board thereon.

In reply thereto, I am to inform you that the Elder Brethren, having given careful consideration to the whole subject, are of opinion that a first order bright fixed light should be placed on the isle of Kotah, at an elevation of, say, 200 feet. This light the Elder Brethren would suggest should be supplemented by an auxiliary red light to be shown from a window in the base of the tower, visible, say five miles, and extending over an area from three cables outside the Crocodile Rock to one cable to the north-east of Adumdah Island. This arrangement would effectually cover those dangers in both directions, while the high fixed light would answer as a land-fall and a departure light. If this proposal were carried out, the Elder Brethren consider that a fourth order bright revolving light on Cape Comorin would be amply sufficient for vessels trading to the Gulf of Manaar.

I am also to state, with reference to the comparative cost of a light-house on Kotah Island or on Point Kadiapatam, that, in the opinion of this Board a smaller outlay should not be allowed to weigh against the advantages offered to navigation by the former position, as a light on the latter, though it might point out the danger would not afford the means of clearing it, but might, in some states of the weather lead ships into danger.

In conclusion, I am desired to add that, in the opinion of the Elder Brethren, a light on the island of Minicoy would be an immense advantage to the rapidly increasing trade between Europe and India.

ORDER—Ordered, that a copy of this despatch be forwarded to the *Military (Marine)* Department for information and guidance.

No. 6, dated Simla, the 2nd October 1872.

Endorsed by the Marine Department.

Forwarded to the Department of Agriculture, Revenue and Commerce, with a request that the Government of India in the Marine Department, may be informed whether it is advisable to have a light-house at Minicoy.

Return requested.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 3rd December 1872.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3928 of 12th ultimo, and to state, in reply, that in their opinion there cannot be a doubt that a light-house on the Island of Minicoy would be of great advantage to the large and increasing trade viâ the Suez Canal; and they hope that the recommendation of the Board of Trade will influence the early decision of Government in placing a first class light on that Island.

The matters referred to in the following paragraphs are of more or less interest to the Chamber, and are recorded as part of the subjects which have come under the Committee's notice during the half-year.

Revised Rules proposed by the Port Commissioners and the Master-Attendant.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 18th December 1872.

I am directed to forward, for the information of the Chamber of Commerce, copy of a letter this day addressed to the Government of India, together with a copy of the rules with the Lieutenant-Governor has submitted with it for the approval of that Government. If the Government of India approves of them, and the Chamber do not propose any further alterations, they will be published.

From Government of Bengal to Government of India, Marine Department.

Calcutta, 18th December 1872.

In continuation of my letter No. 3163, dated the 18th October 1872, I am directed to submit, for the favorable consideration and order of His Excellency the Governor-General in Council, copy of a letter* from the Port Improvement Commissioners, proposing certain

* No. 1784, dated 19th November 1872, with one enclosure.

alterations in the Port Rules, which the collision of the *Khedive* and *Aral* shewed to be required.

2. The committee appointed to inquire into the circumstances attending the collision between the *Khedive* and *Aral* recommended that Assistant Harbour Masters and Pilots should be warned that they will be held strictly responsible for accidents which occur if they take their steamers down at a greater speed than is absolutely necessary to keep them under command when permitted to turn in the same manner as that in which the Peninsular and Oriental steamers and those of the Messageries Maritimes are permitted ; and they expressed an opinion that a rule, which is attached to their report, issued by the Commissioners had a considerable element of safety in it, but that it would be an improvement if imperative orders were issued that no vessel should drop down past the Peninsular and Oriental Company's or the Messageries Maritimes' wharves within two hours of the time appointed for the departure of the steamers of those companies.

3. The Master-Attendant and the Port Commissioners were, upon this recommendation, requested to submit a rule to be included in the Port Rules and Running Pilot Rules. This they have now done. On a reconsideration of the subject, the Commissioners have arrived at the conclusion that in many cases it would be a vexatious restriction on the movements of vessels within the port to stop all their movements for two hours previous to the time appointed for the departure of the Peninsular and Oriental Company's and Messageries Maritimes' steamers. Hence that portion of the recommendation of

the committee has not been adopted; but the Port Commissioners and the Master-Attendant have recommended instead a prohibition on vessels being allowed to pass below the India General Steam Navigation Company's jetty on an ebb-tide whilst the Assistant Harbour Master's flag is flying on board any of the outward-bound steamers belonging either to the Peninsular and Oriental Company or the Messageries Maritimes. The Port Commissioners have also recommended that the rate of speed of two miles an hour over the ground or through the water now allowed to steamers should be increased to four miles, on the ground that a speed of two miles is not sufficient in most cases to keep vessels under command.

4. I am to add that the Lieutenant-Governor approves of the proposed alterations and additions to the Port Rules, and solicits the sanction of the Government of India to them.

5, A copy of the revised rules, as slightly altered by His Honor, is herewith forwarded.

No. 4540½.

Copy of this letter, together with a copy of the proposed rules, forwarded to the Master-Attendant in charge, with the intimation that if the Government of India approve of the rules and nothing further is urged, they will be published. He is requested to ascertain when the *Khedive* will be back, and to arrange for the trial of the Pilot and Harbour Master.

Revised Rules as proposed by the Port Commissioners and the Officiating Master-Attendant.

3. No vessel shall steam, sail, or to be towed up on the flood or down on the ebb within the port without the special permission of the Commissioners; and in cases where such permission is granted, the officers in charge shall be held strictly responsible for accidents which may occur in consequence of their taking the vessels up or down at a greater speed than is absolutely necessary in order to keep them under command; and in every case where such permission is granted, the speed of the vessel shall not exceed four miles an hour through the water.

4. No vessel shall steam, sail, or be towed up on the ebb or down on the flood within the port at a speed greater than four miles an hour over the ground.

5. Vessels may at all times drop up or down the port with their anchors on the ground. Steamers of the Peninsular and Oriental Company or of the Messageries Maritimes, and any other vessels specially permitted to start with the ebb, are prohibited from the turning out from their moorings while vessels are dropping down the reach, but the Deputy Conservator and Harbour Master shall, as far as possible, prevent vessels from dropping down at the time the Peninsular and Oriental Company's steamers and Messageries Maritimes' steamers are about to turn and proceed down the reach. Pilots and Assistant Harbour-Masters having charge of outward-bound vessels are forbidden to pass below the India General Steam Navigation Company's jetty on

an ebb-tide whilst the Assistant Harbour Master's flag is flying on board any of the outward steamers belonging either to the Peninsular and Oriental Steam Navigation Company or Messageries Maritimes, and he is not to commence dropping the vessel again until the steamer has turned and proceeded fairly down the reach.

6. Vessels entering the port at neap-tides during the freshes are permitted to come up at slack water at a speed not exceeding four miles an hour over the ground.

7. River steamers and tug steamers having no vessels in tow are permitted to move up on the flood or down on the ebb at their own risk, and at a speed sufficient to keep the vessels under command, but in no case shall the speed exceed four miles an hour through the water.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 2nd January 1873.

In reply to your letter No. 4542 of 18th ultimo (received on the 30th), I am directed by the Committee of the Chamber to say that the revised rules proposed by the Port Commissioners and the Officiating Master Attendant appear to be well considered and judicious amendments, and the Committee have only to add that while a proper regulation has been suggested with regard to vessels dropping down the river with the view to avoid collision with the steamers of the Peninsular and Oriental Company and Messageries Maritimes there is no similar provision in respect of vessels proceeding up within the limits of the port. There is as much chance of accident in

the latter as in the former case, and the Committee hope that the regulation may be so worded as to embrace both.

Telegraphic Messages.—"Packing System."

From Chamber of Commerce to Government of India, Home Department.

Calcutta, 30th January 1873.

Under instructions from the Committee of the Chamber of Commerce, I have the honor to submit the following representation and to request you will oblige by bringing it under the notice of His Excellency the Governor-General in Council.

The *Gazette of India* of 18th December 1868, Notification No. 1009, page 1834, published extracts from the International Telegraph Convention signed at Vienna by the Delegates of all the countries in Europe and Asia in which there were telegraphs worked by the State: and the attention of the public in India was drawn to the rules laid down in certain specified articles of the convention.

By Article 32 a minimum charge was adopted applicable to messages not exceeding 20 words, but it was at the same time provided that Telegraph Administrations out of Europe were authorised to admit upon their own lines messages of 10 words at a reduced tariff, the charge of 20 words being maintained for the transit of such messages in Europe.

Subsequently on a representation of the Companies interested in the lines to India viâ the Red Sea and viâ Russia a Commission held at Berne decided to revert to 20 words as the minimum chargeable length of message; and the *Government Telegraph Gazette* of 11th December 1871 announced the abolition of the previous minimum of 10 words for foreign messages, and that the rates for telegrams from India to Great Britain by all routes would be uniform on a basis of a minimum charge for 20 words, with effect from the 10th December 1871.

That alteration has remained undisturbed up to the present time.

The raising of the limit to 20 words had the effect of developing a system which, under the term of "packing," enabled Reuter's and other similar agencies to undertake the transmission of abbreviated code messages from the public at a scale of charges which, in the aggregate, largely covered the Government minimum rate for the minium length, or 42 Rs. for 20 words.

The Committee of the Chamber believe they are correct in stating that the agency of Reuter's Company has now a complete monopoly of this "packing" system; and the result of the monopoly is that the previous rate of charge has been materially raised.

While the agency adhered to a moderate tariff, yielding a fair return for their enterprise, the commercial public and the community generally were content to abide by the arrangements which admitted of short messages being transmitted at a cost considerably less than the

Government minimum rate: but since the 1st instant the tariff has been so highly raised as to greatly check that free use of the telegraph which is essential to commercial operations.

On this ground the Committee of the Chamber of Commerce desire to submit for the consideration of the Government of India whether some amendment of the existing regulations may not be introduced so as to afford the public the means of employing the telegraph more frequently at rates which, in comparison with Reuter's extravagant scale, would induce a considerable and remunerative business to Government.

Reuter's agent in Calcutta charges according to the following scale for a message of

2	words	Rs.	12 8 0
3	„		15 0 0
4	„		17 8 0
5	„		20 0 0
6	„		21 8 0
7	„		23 0 0
8	„		24 8 0
9	„		26 0 0
10	„		27 8 0
and for every additional word			2 8 0

As an illustration of the "packing" system, take the first 5 items, which shew that for 5 separate short messages not exceeding 20 words in all Reuter charges Rs. 86-8, whilst the Government charges him as for a consolidated message of 20 words Rs. 42. Reuter runs the risk of course of having only 1 short message—say of 2 words for which he charges Rs. 12-8, the transmission

of which will be charged for by Government as for 20 words Rs. 42; but by the monopoly he has contrived to establish all short messages must obviously go through his agency, as no one would pay the Government Rs. 42 for a message of 10 words, when he can get the same service done by Reuter for Rs. 27-8; and so on.

The Committee are not aware to what extent and in what respects the Government of India may be bound by the proceedings of the Convention, but they hope sufficient latitude is permitted which would enable the local administration to meet the suggestion now made. The Telegraph Department would doubtless be in a position to advise the Government whether the Chamber's recommendation is admissible, and whether it would be in the interest of Government to give effect to it.

From Government of India, Public Works Department, to Chamber of Commerce.

Calcutta, 25th February 1873.

I am directed to acknowledge the receipt of your letter dated 30th ultimo, to the address of the Government of India in the Home Department, communicating remarks on Reuter's new tariff for packed telegraphic messages and enquiring whether the Government of India cannot amend the existing tariff of foreign messages.

2. In reply I am directed to forward for the information of the Chamber, the correspondence* marginally noted, from which it will be seen that the subject of "packing" telegraph messages is still under

* Proceedings for August 1872, Nos. 1 to 16.
Proceedings for January 1873, Nos. 88 to 113.

consideration, and that the Government of India has already suggested a return to the 10 word unit, and the possibility of reducing the cost of telegrams by the use by the Government Telegraph Department of registered addresses.

3. The correspondence now forwarded is for the information of the Chamber only, and is not to be published.

Reporting Vessels in the River by the Commercial Code of Signals.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 9th April 1873.

By Notification No. 17, dated 6th December 1869, the Governor-General in Council directed that, in order to promote the exclusive use of the Commercial Code of Signals in Her Majesty's Indian possessions, the use of Marryatt's Code of Signals should be discontinued in all parts of India from the 1st July 1870, and that on and after that date no signals would be made or answered from Government stations on shore or by Her Majesty's ships at sea except by means of the Commercial Code of Signals.

It would appear however that that order has not been fully observed, for up to the present time inward-bound vessels using Marryatt's signals have been reported by that Code, though the authority under which the order has been relaxed in that respect cannot be traced by the Chamber.

With regard to outward-bound vessels however the order *has* been attended to; and in all instances where the movements of vessels have not been reported in the Telegraph Gazette the omission has been caused by their own neglect to hoist the Commercial Code Signals, or by having no such signals to hoist.

This neglect and its necessary consequences have been the occasion of a recent reference to the Chamber, and I am instructed by the Committee to submit the subject for the consideration of Government.

In superseding the Code of Signals which had been so long familiar to the British merchant service, the object of Her Majesty's Government was that all nations should agree to use one distinctive set of flags for commercial purposes, and thus complete a mode of universal communication; and the notification of the Government of India was intended to assist in carrying out that object.

But it is obvious that the end in view cannot be attained so long as the present system is continued, under which a not inconsiderable proportion of the shipping visiting the port of Calcutta is permitted to be reported inwardly by signals the use of which it is specially desired to discontinue, and which suffers vessels to leave the port and river without shewing any signals at all.

In the case of vessels entering the Hooghly for the *first* time, the commanders of which are perhaps ignorant of the Government order, it is reasonable and proper to relax the rule, but with regard to vessels leaving Calcutta there can be no difficulty: commanders should be made

fully acquainted with the order, and if they fail to furnish themselves with the Commercial Code Signals while in port their detention should be the resulting penalty, pilots being peremptorily ordered not to pass a signalling station unless the ship hoists her number or name according to that Code.

The indifference of a master whether his ship is reported or not is no reason why he should not comply with an order the observance of which may be of material consequence to others, the charge of whose property is in his hands; (it would not be difficult to illustrate how very seriously shippers of cargo in such a vessel might be affected by such neglect;) and in the general interests of commerce he should be compelled to discharge obligations which may be fairly claimed from him.

The Government order does not make it *compulsory* to exhibit the Commercial Code signals; it merely forbids the reporting of vessels that do not shew them: probably it is considered doubtful whether the Government can force a vessel to carry or hoist them; but the Committee of the Chamber apprehend that Government has the power to withhold pilotage services from any vessel that refuses to comply with orders issued in the interests of the trade of the port.

No reply has been received to this letter.

Regulations for exhibiting Storm Signals.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 17th March 1873.

The Committee of the Chamber of Commerce desire

me to express the satisfaction with which they notice the regulations for exhibiting storm signals by day and night, for the information of the shipping in the river; and the order which forbids pilots to proceed beyond Diamond Harbour or put to sea from Saugor in the event of the probable approach of a Cyclone.

The Committee believe that with proper observance of the signals and obedience of the order just issued mariners will escape disasters similar to those which occurred last year.

NOTICE TO MARINERS.

The Notification dated February 22nd, 1873, and published in the *Gazette* of the 5th of March 1873, on the subject of storm signals, is hereby cancelled, and the following Notification is published instead of it:—

When there is bad weather in the Bay of Bengal, the following signals will be hoisted at the Flag Staff near the Light-house on Saugor Island; at Mud Point; at the Flag Staff, Diamond Harbour, near the Telegraph Station; at the Flag Staff near the Government Dockyard, Kidderpore, and on the roof of the Sailors' Home—

During the Day.

Bad weather Signal.—A single cone indicates that bad weather is probable.

Warning Signal.—A black double cone indicates that a cyclone is probable, as a cyclonic vortex is believed to be forming in the Bay.

When this signal is up Pilots will not put to sea,

unless in their judgment the local weather symptoms are such that this course is not imprudent; and unless the Master, concurring in this opinion, distinctly takes upon himself the responsibility of going to sea, and gives the Pilot a writing to that effect.

Danger Signal.—A black drum indicates that a cyclone is approaching, a vortex having been formed. When this signal is hoisted, Masters or Pilots in charge of vessels are forbidden to put to sea from Saugor, or proceed down from Diamond Harbour, and should make their vessels as snug and secure as possible.

At Night.

The following signals only will be used:—

Warning Signal.—Three lights in a triangle, cyclone probable.

Danger Signal.—Four lights in a square, cyclone approaching.

The following rules for the guidance of Running Pilots are also published for general information:—

Rule 28A of the Rules for the Guidance of Running Pilots.

Rule 28A.—When the warning signal, as described in the Notification of the 12th April 1873, is hoisted on the Flag Staff at Saugor Island near the Light-house, or at Mud Point, officers in pilotage charge of vessels will not put to sea, unless in their judgment the local weather symptoms are such that this course is not imprudent; and unless the Master, concurring in this opinion,

distinctly takes upon himself the responsibility of going to sea, and gives the Pilot a writing to that effect.

Rule 28*B*.—When the danger signal as described in the Notification of the 12th April 1873, is hoisted on the Flag Staff at Saugor Island near the Light-house, or at Mud-Point, officers in pilotage charge of vessels shall not put to sea, but should make the vessels under their charge as snug and secure as possible; nor should they proceed below Diamond Harbour when a black drum is hoisted at the Flag Staff near the Custom House.

A. BAKER, *Captain*,
Deputy Master-Attendant, in charge.

Trade between India and the Port of Odessa.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 27th January 1873.

I am directed to forward, for information and for any remarks the Chamber may wish to make, copy of a letter from Her Majesty's Consul General at Odessa, dated the 22nd November last, on the subject of trade between India and that port.

From Her Majesty's Consul General to Government of India, Foreign Department.

Odessa, 22nd November 1872.

I have had the pleasure of receiving your letter of the

21st September in which you have asked me, on the part of His Excellency the Viceroy and Governor-General of India for information relative to the trade which has recently sprung up between India and this port through the Suez Canal, and of the prospects of that trade, and I will now endeavour to reply to your inquiries.

Early in March 1871 two ships of the Russian Steam Navigation Company (which is subsidised by the Government) were despatched from this port as an experiment, to the Indian Seas—one, the "Nakhimoff," termed a Steam Transport, nominally of 3,200 tons burthen, was directed to Bombay, the other, the "Ichikatchoff," also a Steam Transport of 3,600 tons nominally, to China. They took from this only coals as there is absolutely no merchandise suited to the markets of India or China to send from this country. These vessels returned in May and July respectively with cargoes, that, from Bombay bringing 4,539 bales of Cotton and 520 packages of Rice, Coffee, Gum, and Pepper for Odessa after discharging on her way 1,958 bales of Cotton for the Mediterranean. The "Ichikatchoff" brought 34,425 chests of China Tea, nearly all these goods on arrival here were forwarded on to the north.

The freight gained on these return cargoes, especially on that from China, was understood to have been remunerating as such, and the trial, I believe, would have been deemed successful had there been any goods to send on the outward voyage. To carry coals from this to one or two coaling stations on the way could never

be an advantageous mode of provisioning whilst the coal is derived in a great measure from England—so that the outward voyage was a dead loss in the enterprise. The articles of exportation from this consist chiefly of Grains, Flour, Oil, Seeds, Wool, Tallow, Hemp, Flax and Hides, none of which would be suitable, as cargoes for the Indian Seas so that the difficulty at the very outset of the enterprise appears to be, for the persent, insurmountable.

In the course of this year, however, the "Nakhimoff" has made two more voyages to Bombay and the "Ichikatchoff," one to China whilst a third vessel, the "Rossia" was directed from England to China.

The "Nakhimoff" on her two return voyages has brought the following merchandise to this port, namely:

On 12th March 1872, 6,204 bales of Cotton after leaving on the way 625 bales for the Mediterranean.

On the 16th July 1872,

2,050	bales of Cotton.	After leaving on the way 1,744 packages for London and 2,605 packages for Suez and the Mediterranean.
100	casks of Cocoanut Oil.	
62	cases of Ginger.	
70	cases of Cloves.	
62	cases of Gum.	
22	cases of Golinga.	
13	cases of Sundries.	

The "Ichikatchoff" and "Rossia" brought from China respectively 37,329 and 25,928 chests of Tea, and an

English vessel the "Danube" arrived in September direct from China with 1,300 tons of Tea, and 16 bales of Silk, which details, as far as they relate to Russian vessels, have been obtained with difficulty, as the Russian Company is jealous of any inquiry into their affairs. Almost all the above goods received here, were, like the preceding ones, destined for the north from whence proceed the orders for their purchase in the east.

It was hoped that by sending the vessels of the Company to England with Grain, &c., and thence with cargoes for the Indian Seas, the disadvantage the trade labours under in consequence of their being nothing to ship direct either to India or China from this port, would have been overcome, but I am told that in the trial made this year, the result was not satisfactory owing to freights in England being low.

With respect to the consumption of Indian produce in this country, as the direct trade is of such recent date, little can be positively stated. The country had previously been supplied with what it required of such articles from England by sea or through Germany, and I find from returns for the years 1858—60, and for 1864 (the latest I can procure) the value or qualities given of several articles of importation of common production in India, for the entire consumption of this country, which I will put down in the subjoined table, premising however, that probably few of the goods referred to were of Indian origin :

Table of some Imports into Russia.

Articles.	From England direct.	From Persia, Central Asia, &c.	Quality or value of Imports from all countries.
Cotton in 1864 ...	£25,00,000	From 1858-60, 35,000 tons.	From 1858-60, 42,000 cwt.
Indigo „ „ ...	„ 2,64,000	... ...	In 1864, 12,535 „
Tea „ „ ...	„ 2,17,000	... ...	„ „ 1,175,800 worth
Silk „ „ ...	„ 2,000	... .	„ 1860, 645 cwt.
Coffee „ „ ...	„ 2,20,000	... ...	„ 1864, 4,45,230 „
Raw Sugar in 1864 ...	Quantity very small.	... ...	„ „ 10,73,700 „
Rice in 1864 ...	.....	... ...	„ „ 80,000 „
Spices, (Pepper, Ginger, Pimento, &c.) ...	.....	... ...	„ „ 12,000 „

Gum Olibanum (used as incense) two or three kinds of incense are largely consumed in Russia.

Turmeric and Golinga Root—imported in small quantities.

Opium—Consumption in Russia quite insignificant and only for medical purposes.

The greater part of the cotton mentioned in the foregoing table was of American growth.

The whole of the cotton manufacturing industry of Russia was valued by Mr. Mitchell at £12 millions sterling for the year 1864, about 250,000 persons of both sexes were employed in the cotton mills before the Ame-

rican war, and some 750,000 more were supposed to be engaged in the villages of the country in spinning, weaving and printing cotton. In the provinces of St. Petersburgh, Moscow and Vrandemir there were sixty cotton mills working 1,500,000 spindles, and it is reasonable to suppose that since then the consumption of cotton may have been on the increase in Russia whenever a full supply of the article was procurable in consequence of the success which has attended the establishment of native manufactures and the high appreciation they have obtained in the opinion of foreigners a success which, whilst the present protective measures are continued, can scarcely fail of producing a further development of that branch of industry which is at present only in its infancy.

The importations of cotton direct from India to this port have, I believe, been principally or entirely for one firm at Moscow, but an opening for the trade through this place having been found, I doubt not the advantages this route possesses over any other will gradually attract general attention, and that in time the country will be largely supplied with the productions of India through Odessa, though in commerce as in every thing else progress in Russia is very slow, and commercial enterprise at a very low figure; I am told that as a rule the actual importations into this country may be taken as the measure of the demand or consumption since only just what is seemingly required for home use is ever brought from abroad which shows how little the spirit of enterprise or speculation is astir and the great manufacturers being likewise the importers of the produce they consume, the trade even in an article like cotton passes through few hands.

I cannot learn that the Indigo you mention has been landed here. Possibly it has been smuggled or sent viâ Germany which route seems to offer some advantages over this for illicit trade.

The Tea produced in India, and of which samples have been brought to this country, is not liked. Its strength is not appreciated in the absence of a better flavour and the cost is considered too high.

The direct trade which has been opened with India by Russian vessels cannot be termed a success; but it is understood to be partly supported by a subsidy or milage which the Government grants as an encouragement to or means of forcing a trade forward under the Russian flag. In this way it may of course be maintained so long as the sacrifice is made, but if left to itself such a trade must come to nought. Should the Russian Company however withdraw from it, the importations from India would no doubt be taken up by English ships and *steamers* would be pretty sure of finding cargoes for Western Europe at this port at most seasons, but particularly in autumn. There is however one chance in favor of the continuance of the direct trade to and from India in Russian shipping, and that is the development of coal fields in the country of the Don, and it is hoped that the produce may become an export of considerable consequence to countries in the circuit of the Mediterranean and possibly even to the Indian Seas.

I must apologise for this very imperfect sketch. In the impossibility of obtaining on the spot all the information I required, I addressed myself to a gentleman at Moscow for some details which would have rendered

this account more complete, but his answer does not come and I will not longer delay my reply to your letter.

P. S.—It strikes me that Odessa would be a very favourable point at which to establish a depôt of Indian produce—particularly of Cotton, Indigo, and Ceylon Coffee, but no English house of commerce has existed here since the Crimean War. I should be very happy to give you any further information should you desire it as far as it is procurable.

From Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 25th February 1873.

I am directed by the Committee to acknowledge the receipt of your letter No. 12 of the 27th ultimo, forwarding copy of a communication from Her Majesty's Consul General at Odessa on the subject of trade between India and that port, and to inform you that the papers have been circulated to the members of the Chamber who have expressed great interest in them.

Report on the Dhanwa Gum and Ral Resin from the Central Provinces.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

I am directed to send you the accompanying specimens of Dhanwa Gum and Ral Resin received from the Central Pro-

vinces, and to request that you will be good enough to favor this department with the opinion of the Chamber on their marketable value.

From Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 28th September 1872.

I have now the pleasure to send copy of a report upon the specimens of Gums, Resin and Lac referred to in your several letters Nos. 527 of 25th April, 778 of 6th July, 908 of 2nd August, and 1020 of 24th August.

REPORT.

Sample No. 1—labelled Ral (Resin)—is a very pure specimen of Gum Dammar, being free from dross, dust, and other foreign matter. This Gum-resin (for so it should be called, the term Gum applied to it being a misnomer, as it does not dissolve in water) is at present in great demand, owing to a paucity of stocks and the near approach of the Doorga Poojah festival, when it is burned by the Hindoos before their idols. It is the produce of Chloroxylon Dupada. Of the several species of Dammar that find their way to this market, this sample is exactly like what comes from Orissa, a quantity of which we sold not long ago at Rs. 6 per bazar maund. This sample is worth from Rs. 7-8 to Rs. 8-8 per bazar maund.

Sample No. 2—labelled Dhanwa Gum—is described to us as Gum Babool. It is very much mixed with bark and consists rather of garbles ; such a quality would be almost unsaleable, its nominal value being Re. 1 to 1-8 per bazar maund

Sample No. 3—labelled Chironjee, botanical name, Buchanama latifolia, called "peear" or "peeal" in Hindustani, has no specific term applied to it in the bazar. It sells in small quantities under the general name of "Gum", and is valued at Rs. 5 per bazar maund.

Sample No. 4—labelled Dowra, botanical name Conocarpus latifolia, is also described to us as Gum Babool, and is worth Rs. 2 per bazar maund.

Sample No. 5—labelled Kurria, botanical name Sterculia urens, is Gum Kuteera, and has a close resemblance to Gum Tragacanth. It is taken in the morning by the natives here, soaked in water, as a cooler. It is applied to the same uses as Tragacanth, being chiefly employed in stiffening crapes. This is a picked sample, but we doubt if a large lot of such a superior quality could be offered. It is in good demand for the American market. Its value is Rs. 7-8 per bazar maund.

Sample No. 6—labelled Moheen, botanical name Oodina Woodier, is stated to be an inferior description of Gum Kuteera and valued at Rs. 4-8 to Rs. 5 per bazar maund.

Sample No. 7—labelled Lak, Sticklac, procured from the Ficus Relegiosa (Pepul) and Ficus Indica (Bur) is unfortunately too much bruised to fetch the full value of pure lac, which this sample appears to be. If the incrustations were in an unbroken state, such a sample ought to be worth Rs. 25 per bazar maund. As it is, we should not value it at over Rs. 14 per bazar maund.

Sample No. 8—labelled Seemli, botanical name Zizyphus floxnosa is here termed Panchcathah, or the produce of five, *i. e.*, of several trees. It is nominally worth Re. 1 to 1-8 per bazar maund, but is unsaleable.

None of the above Gums, except Kateera, could be readily placed in this market. They were at one time in much request, but have ceased to be so since the manufacture of Chappalis or printed cloths have been in a great measure discontinued in Calcutta, owing to their being printed much better in England. Sticklac and Gum Dammar are in great scarcity here and would sell immediately at remunerative prices, provided Sticklac were imported in large pieces.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 11*th February* 1873.

With reference to your letter dated 28th September 1872, I am directed to forward, for the information of the Chamber of Commerce, copy of a despatch from Her Majesty's Secretary of State for India, No. 19, dated 31st December 1872, and of Dr. Forbes Watson's Memorandum summarizing the results of the examinations made in England to ascertain the value of Gums and Resins received from the North-Western Provinces, the Central Provinces, Burmah, and Hydrabad.

No. 19.

From Her Majesty's Secretary of State for India, to the Government of India.

India Office, London, 31*st December* 1872.

I have received and considered in Council Your Excellency's despatch, dated August 19th (No. 18) 1872, requesting that reports on the market-value of gums and resins from the North-West Provinces and Hydrabad

may be obtained; and forwarding specimens, together with reports on the annual quantity that can be supplied from each province.

2. The gums and resins referred to in Your Excellency's despatch have been submitted for valuation to two brokers and two gum merchants; and I herewith transmit a summary of the results of their examinations, together with a report upon the subject by Dr. Forbes Watson.

The gums and resins alluded to in letter No. 18, India, Revenue, Forests Department (1872), have been received as follows :—

From the N. W. Provinces	"Simli" gum of *zizyphus flexuosa.* "Lac" from *ficus religiosa* and *ficus Indica.*
From the Central Provinces	"Dhawa" gum. "Dhammar of *Shorea robusta.*
From Hydrabad ...	Dhowra gum of *Conocarpus lati folia.* "Mohin" gum of *Oodina Wodier.* Chironji gum of *Buchanania latifolia.* "Karrai" gum of *Sterculia urens.*
From British Burma ...	"Thingan" resin of *Hopea odorata.* "Tingyoo" turpentine from *Pinus Khasyana* and *Pinus Massoniana.*

These have been submitted for valuation to two brokers and two gum merchants, the result of whose examination are summarized below :

SAMPLES.	BROKER, No. 1.	BROKER, No. 2.	MERCHANT No. 3.	MERCHANT No. 4.
"Simli". *Zizyphus flexuosa* North-Western Provinces.	Low Arabic picking ; on value.	Arabic dark, inferior, at 5 per cwt.	Very dark, dirty, and blockty, hardly pay freight and charges.	Black, dark, quite unsaleable.
"Dowra." *Conocarpus latifolia*, Hydrabad.	Inferior gum Arabic, drossy weak, at 15 per cwt.	Arabic ghatty gum, at 22-6 to 25 per cwt.	Low Arabic kind partially soluble, at 10 per cwt.	Mucilaginous, weak, 50 per cent insoluble of clean, at 15 per cwt.
"Karrai." *Sterculia urens*, Hydrabad.	Low Tragacanth or Hog, partly insoluble, at 30 per cwt.	Tragacanth, Hog, large, at 45 per cwt.	Hoggy, Tragacanth, at 30 per cwt.	Tragacanth kind insoluble.
"Mohin." *Odina Wodier*, Hydrabad.	Gum Arabic kind, too low for this market.	Arabic Hoggy, mixed, at 25 to 30 per cwt.	Similar to Chironji, but more pulpy, at 10 to 15 cwt.	Mucilaginous with viscid insoluble matter, little or no value.
"Chironji." *Buchanania-latifolia*, Hydrabad.	Inferior gum Arabic, part insoluble and foul, at 25 per cwt.	Trancanth and Arabic mixed, dark, at 25 per cwt.	Inferior Acacia type fairly soluble at 15 to 20 per cwt.	Similar to Mohin, darker and with more bark.
"Dhawa." Central Provinces.	Too low for this market.	Arabic or ghatty dark, inferior, at 15 per cwt.	Lower kind of "Dowra," at 5 per cwt.	Similar to "Dowra," but more dark; unsaleable.
"Thingan" *Hopea odorata*. British Burma.	Low crusty copal would not pay charges.	Dammar middling, small pale at 25 to 30 per cwt.	Low soft copal resembling common Manilla, at 20 per cwt.	Copal similar to Lisbon copal at 30 to 40 per cwt.
"Sal" *Shorea robusta*, Central Provinces.	Low crusty copal would not pay charges.	Copal resinous drossy at 15 per cwt.	Weak fireable resin, at 5 per cwt.	Copal similar to Manilla copal at 18 per cwt.
"Lac" From *ficus religiosa* and *ficus Indica*.	Small dusty at 40 per cwt.	Dusty mixed at 40 per cwt.	Fair colour, medium quality at 70 per cwt.	Small dusty pale at 70 to 80 per cwt.

By reference to these reports it will be noted that the Simli gum obtained from *Zisphus flexuosa* is of such dark color and inferior quality as not to be saleable in this market at a price to pay freight and charges. The "Dhawa"

gum from the Central Provinces obtained but a little better report, and it may be presumed that this quality would not pay for export.

The remaining gums, "Dowra" from *Conocarpus latifolia*, Mohin from "*Oodina Wodier*," and Chironji from *Buchanania latifolia*, may all be accepted as representing a low class of Arabic gum, and as such may be compared in price with that gum in this market. Broker No. 2 rates these three above-named kinds at from 22-6 to 30 per cwt; the market price of Turkey gum Jedda at the same rate being about 25*s*. per cwt. Hence it will be seen that the "Dowra," Mohin, and Chironji gums sent for report may be entered as equal in price and quality to Turkey gum Jedda.

If the price quoted by the Officiating Deputy Conservator of Forests at Hydrabad as that for Dowra gum, namely, £14 per ton, be accepted as the normal rate, then from £10 and upwards remains to pay freight and charges and secure a profit upon consignments to this country. This is the conclusion which the reports justify us in forming. It is worthy of notice that these samples of gums are not so good as they might have been, had more care been exercised in their collection. All the samples are more or less drossy and mixed with pieces of bark. The gum itself is subject also to selection, since the separation of the brown from the white pieces would raise the value of the latter. The market value, it may fairly be presumed, would be augmented considerably by the gum being cleaner picked, and the browner portion separated from the whiter, the latter only being exported.

The Karrai gum, obtained from *Sterculia urens*, belongs to a different class, namely, that a low Tragacanth, and the sample sent is valued at from 30 to 45 per cwt. This again would be increased in value if picked over, and the brown pieces excluded. The pale gum thus left would probably approximate more nearly to the price of Hoggy Tragacanth, of which the present value is about 70*s* per cwt.

The two resins are of a very low quality, and that of the Sal *Shorea robusta* would scarcely pay to export to this country. The Thingan from *Hopea odorata* is small and valued at from 20 to 40 per cwt. Its nearest allies in the London market are common Manilla and Lisbon copal, the value of which respectively are about 28 and 37 per cwt. The market value of this resin in British Burmah is stated (despatch No. 20 of 1872) to be about 4*d* per lb. If so, it would be useless to send it to this country to compete with Manilla copal, 3*d*, and Lisbon copal at 4*d* per lb.

"Lac" is so well known in the market as not to call for any special remarks, except that the present sample is valued by the brokers at 40, and the merchants at 70 per cwt. The principal objection urged against it is that of its being "small and dusty."

The crude turpentine from British Burmah has been very favorably reported upon. It is the produce of *Pinus Khasyana* and *Pinus Massoniana*, the market rate being about 4*d* per lb. in Burmah. The reports of the two firms to which the sample was submitted for valuation are No. 5: "We have submitted the crude turpentine to the trade,

and have their report to the effect that it appears to be of very fair quality. We estimate the market value would be from £12 to £14 per ton." No. 6 "have carefully examined the sample of rough or crude turpentine and found the quality to be fine and equal to any ever imported from the United States, where the distillation for this market and that of the continent (Bordeaux excepted) is carried on; crude has ceased to be an article of import. There was not any in 1872, 1871, 1870, or 1869, whereas twenty years ago it was a great trade; the nominal value of sample before us would be 13*s* 6*d* per cwt.

Manifestly, if the value in Burmah of this turpentine is about 4*d* per lb, or 37 per cwt., and its value here is only from 12*s* to 14*s* per cwt., it would be far better to rely upon home consumption.

The only gums, therefore, which could be sent to this country with any chance of profit or success (in so far as the present reports help us to an opinion) are gums of the Acacia kind, and probably also the Tragacanth. Resins of the copal kind, as shown by Mr. Broughton (No. 794, 30th June 1868), would have to compete in this market with the best copals, and therefore could hardly realise remunerative prices. It would be well if samples of other good soluble gums were sent over for report, taking into account what has already been suggested as to picking it more carefully so as to exclude the fragments of bark, and sorting from it the darker pieces. The gums of *Acacia Arabica*, *Acacia catechu*, *Feronia Elephantum*, and *Azadirachta Indica*, if clean and pale, and can be had in quantity, should be valued, for which purpose 10lbs of each would suffice. Mixed gums containing pieces differing in solubility

or including bark and other foreign substances, should not be placed in competition with the cleaner and more homogenous gum Arabics of the London market.

FORBES WATSON.

The 16th December 1872.

No. 262 to 265.

Copy forwarded for information and guidance to the N. W. Provinces, Chief Commissioner of the Central Provinces, and Resident at Hydrabad, British Burmah.

By order of the Governor-General in Council,

DEPARTMENT OF AGRICULTURE, REVENUE AND COMMERCE; (FORESTS.) *Dated the 11th February* 1873.

(Sd.) J. GEOGHEGAN, *Under Secy. to Govt. of India.*

Report on samples of Gums and Resins from Mysore.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 20th November 1872.

The Chief Commissioner of Mysore having reported that he has sent 10lbs of each of the Gums and Resins noted in the margin* to the Chamber of Commerce, Calcutta, I am directed to request that the Government of India may be favored with an opinion as to their market value.

* Sticklac, Bile Dupa, Kare Dupa, Babul Gum, Dindiga Gum, Ral.

Notes on Gums procurable in Mysore and Coorg.

(1.) "*Sticklac.*"—This dye is produced in all the three divisions of Mysore, but chiefly in that of Nundidroog. It is obtained from the incrustations made by an insect on the branches of several kinds of trees, chiefly on the "Vatica Laccifera." The lac insect thrives well in Mysore, and might by cultivation be raised to any extent on trees growing on barren soil which would otherwise yield no return.

The price of this kind in Bangalore varies from Rs. 7 to Rs. 8½ per maund of 24 lbs.

No data exists for estimating the quantity procurable annually, as this product is collected in so many places by several petty contractors, but the supply in the province is large and in the event of a brisk demand for it arising would no doubt be considerably increased.

(2.) "*Bile Dupa,*" "*Kare Dupa,*" are, the Conservator states, the produce of the Vaterea Indica, a tree very abundant in parts of the Nuggur District of Mysore. At present there is no regular trade in this gum. The specimens* were procured in Bangalore at Rs. 7 and Rs. 4-8 per maund. Should the gum be approved and the rates for which it may be sold in Europe communicated, endeavours will be made to stimulate the supply.

* Bile Dupa ... Rs. 7 0 0
Kare Dupa ... „ 4 8 0

Doctor Oswald, the Superintendent of the Mysore Museum, thus speaks of the first kind "Bile Dupa."

"Its color varies from light-green to light-yellow resembling "amber and it is very hard. It is used as a fragrant resin in temples and is the product of the Vateria Indica a tree very abundant in the western jungles of Mysore, and could I believe be procured in large quantities."

Regarding the "Bile Dupa" the following notice is given of it in Colonel Yule's *Marco Polo* (vol. ii page 332) :—

"*Vateria Indica* producing the Indian Copal or gum Anime "of the English market. The northern limit of this appears "to be North Canara, but it is now exported from Bombay "and might have been from Tana. It is the *Chloroxylon* "*Dupada* of Buchanan, and I imagine the *Dupa* or Incense "Tree of Rheedi (Hort. Malet IV). The Hindus use it as "incense, sometimes forming it into fragrant tapers. Garcias "thinks it is the *Cancanum* of the ancients. It is used as a "substitute for pitch, and is probably the *thus* with which Joseph "of Cranganor says the Indian vessels are payed."

If, Colonel Sankey observes, this gum Anime be as is presumed, of value in Europe there is an abundant supply now procurable from the fine old avenues in Nuggur planted as is generally understood in the time of Shwapa Naik, and will be very much greater in future, as the Superintendent of Nuggur (Major Hay) has had young plants of the splendid "Doopute" from which this gum is derived, planted along a great number of the new and old roads.

"*Kurri Doopa*."—Doctor Oswald says is the product of the Canarium Strictum and not the Vateria Indica as stated by Captain Vansomeron. It is a very hard resin with a blackish vitreous fracture. Mr. Broughton considers that it offers little chance of usefulness in Europe as many better resins can be obtained in the market at a less price. It furnishes the "Black Dammer" used in India as bottling wax, &c.

(3.)—*Babul gum* (from the Acacia Arabica) called in Canarese Jali Mara. This tree is stated by the Conservator of Forests to be very abundant throughout the country, and much prized by the ryots on account of its timber, and allowed to grow over

their fields as its light foliage does the crops but little if any harm, and that although the supply is but small at present, it could be very largely increased were an active demand for it to arise.

The gum costs at Bangalore from Rs. 6 to Rs. 8 per maund of 24 lbs.

Doctor Oswald writes thus, *Babul* is the product of the Acacia Arabica which grows abundantly all over the country, often in very strong soil and in Black Cotton soil where other trees will not grow (as at Hurrihur). It is commonly met with in the bazar and is used in all our hospitals as a substitute for "Gum Arabic," but it is inferior to that imported from England which is the product of the *Acacia Vera* whose habital is Arabia and Egypt. There is a fine specimen in the Mysore Museum from Hurrihur, where the tree is abundant; it is of a pale straw color, and has been carefully collected. Another specimen in the Museum from Toomkoor is of a dark color from impurities, as met with in the bazar, it shows evidence of being carelessly collected. Doctor Oswald considers that with greater care in its collection, the quality could be much improved.

"*Dindega Gum*" the produce of the bono Carpus Latifolia sells in Bangalore at Rs. 4 to 5 per maund of 24 lbs, and difficult to procure in a pure state, but the source of supply is very large, the tree being reported by the Conservator of Forests very abundant in portions of all three of the divisions of Mysore.

Doctor Oswald considers this Gum inferior to "Babul Gum."

5. *Ral.*—Says the Conservator is produced on the Shoria Robasta in Coorg, and as the demand for it is small, very little is done in the way of collecting it, although the tree is common

in the South Coorg jungles, Doctor Oswald states that he has no specimen of this gum resin in the Museum and has never himself seen any—but that O'Shaughnesay says it constitutes the "Dammer" of the Bengal bazar, that Biddom says this tree the "Shŏca Robusta" does not grow in the South of the Madras Presidency, and that the supply obtainable from Coorg must in his opinion be too limited to be of much use.

Regarding *Ral* (Shorca Robusta) the Chief Commissioner presumes with Doctor Oswald that the supply of it must be very limited.

Doctor Balfour in his "Timber trees of India" observes that the tree is said to grow in the Palghat (query Balaghat) mountains and to a limited extent on the West Coast, Colonel Sankey observes that he never heard of the Ral in this part of India, and that if Captain Vansomeren the Conservator be correct, its propogation as a timber tree, quite apart from the production of gum, would be most valuable, and that as regards Dindiga (Conocarpus Latifolia) gum the only notice he finds of it in Buchanan's Mysore, is in speaking of the Bangalore market in A. D. 1800, where he observes (vol. 1 page 142) "The Dindeega "gum might be had to the extent of two or three hundred "maunds or from 4850 lbs to 7275 lbs a year.

The tree is no doubt found widely spread in the Province as noted by Captain Vonsomeron especially in the Konkanhully jungles.

Doctor Oswald in concluding his remarks—from which extracts have been given above—thus writes:—

"I wish to take this opportunity of bringing to notice the "tallow known as "Gamboge Butter," and which I believe "would prove of considerable commercial value.

"The Gamboge tree grows extensively in Mysore, and a large "supply could be obtained. The tallow is obtained from the "seeds of the Gamboge tree by boiling, and is used by the poorest "classes in cooking, it would be likely to prove valuable for "lubricating purposes—some years ago I sent a cooly load of it "down to the Agent of the Madras Railway Company for trial "as lubricant, and it was well reported on, but the uncertainty "of the supply prevented any demand for it.

"With the special Forest Agency which now exists however "perhaps a supply could be more easily obtained.

Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 10*th February* 1873.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1394 of 20th November last, and the samples of Gums and Resins from the Chief Commissioner of Mysore, and to forward the annexed copy of report upon them.

REPORT.

1. *Sample of Stick Lac.*—This is what Messrs. Howard Brothers of Mirzapore, the well-known manufacturers of Shellac and Lac Dye, say about it :—

"We have tested the small muster of Madras Lac and we "consider its value to be about 30 Rs. per maund in the pre-"sent state of the market. The description of lac to which "this sample belongs is not gathered in other parts of India "until October, and it would be useful for the Government to "enquire whether this was not gathered before due time as on

"account of the scantiness and poor quality of the dye colour "we fancy it was not allowed to come to maturity. It would "produce Shellac of a "Red Livery" quality."

The sample seems to me to be of very imperfectly formed Stick Lac, in consequence of which Messrs. Howard Brothers have given the above comparatively low quotation. Fully matured lac would I apprehend be worth now 4 to 5 Rs. per bazar maund above that quotation. But it must be borne in mind that present prices of Stick Lac are exceptionally high owing to the small outturn of last October gathering; and a continuance of these cannot I should think be reckoned upon, nor do I think is a trade in the article with this presidency likely to be developed as the prime cost of the sample in Mysore is as much as Rs. 29 per bazar maund (see letter from the Government) and the cost of carriage to this would increase that cost considerably. Besides Madras is the natural outlet for the produce of that part of India and not Calcutta.

2. *Bili Dupa.*—This is known in our bazar as "Kutcha Karpa," and would be sold at Rs. 6 per bazar maund, whereas the prime cost is Rs. 24 per bazar maund. It is used as incense.

3. *Kurri Dupa*—called in the bazar "Ruzzun" of inferior quality; price Rs. 4 to 5 per bazar maund. Prime cost Rs. 15-6 per bazar maund.

4. *Babool gum*—known in the bazar as "Gunth," quality is inferior, and is worth say Rs. 4 per bazar maund against cost Rs. 24.

5. *Dindiga gum*—native name Gunth; price Rs. 6 to 7 per bazar maund against prime cost Rs. 15-6.

6. *Ral or Indian dammer*—native name "Rujjum" The sample consists of two qualities, the darker being worth Rs. 9 to 10, and the lighter say Rs. 13 to 14 per bazar maund; I understand there is at present but a small supply of this article in the market.

It is evident from the prices quoted above that unless the samples can be laid down here at very much less than what they appear to cost, there is no chance of a trade in them springing up. I believe similar samples can be obtained from our own presidency, but I do not know at what cost.

I know this is a most meagre report, but as the disparity between our prices and prime cost is so great and renders business in the articles impossible it seems to me unnecessary to enlarge upon the subject.

Production of Bees-wax in India.

From Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

I enclose a letter from Mr. F. T. Foerster of Kempen, a town in Rhenish Prussia, soliciting information on certain points connected with the production of Bees-wax in India and its value as an article of commerce.

If you could give us information in any of the points noticed I should feel very much obliged.

From Chamber of Commerce to Department of Agriculture, Revenue and Commerce.

Your note of 30th April has not escaped attention, and I have now the pleasure to place at your disposal a memorandum on Bees-wax which I hope will be acceptable to your correspondent Mr. Foerster, whose letter of 23rd March I herewith return, as also sample by Dâk Banghy.

NOTE ON INDIAN BEES-WAX.

General remarks.—This staple of Indian trade is a commodity of great importance in the Eastern Archipelago. Its supply cannot however keep pace with its rapidly increasing demand, the main cause of deficiency being the absence of even an attempt at the domestication or cultivation of Bees. There are no apiaries in this country and the Wax is sought after by the natives in dense jungles and hilly tracts. The collection of Wax is carried out after a primitive fashion, and one that is quite subversive of its continued production (the Bees being destroyed by smoke) and without any regard whatever being paid to the seasonableness or otherwise of the period of collection. Small quantities are thus got together and sold to the traders in a raw state. The latter clarify it by boiling and skimming, and mould it chiefly into flat round cakes a few inches thick and forward it to the nearest marts or centres of trade in the district. These centres of trade which are the several sources of supply of this city, the peculiarities of the Wax obtained thence and other details relating to it, are shewn in the annexed table.

Sources of Supply.	Season.	Import in Season.	Do. of & on in the year.	Quality and description	Price	Remarks.
		B. *md.	B. md.		Rupees	
Assam ..	Mid April to mid July ..	400	200	Yellow in Rolls ..	70	
			300 to 400	Ditto ..	do.	In raw state—In Balls.
Bombay ..	Mid March to mid April ..	50		Yellow in Cakes ..	70	In former years Imports amounted to 150 Maunds.
Caragola ..	Mid January to mid March	250	a trifle	Ditto ..	70	
Cawnpore ..	Throughout the year ..		150 to 200	Yellowish White in ditto	68	
Cuttack ..	Mid May to mid July .	100		Yellow and White ..	70	
	Mid Sept. to mid Nov. ..	100		Ditto ..	70	
Dacca and Sylhet	Mid April to mid July ..	300		Ditto ..	70	Sold at two Fairs.
	Mid October to mid Jan. ..	200		Ditto ..	70	
Dasee ..	Mid April to mid July ..					
Zemindaree		500		White		
Rajeeporiah		600		Yellowish White	68	Ditto.
Delhi ..	Whole year ..	10 to 20		White and Yellow ..	60 to 65	
Farrakabad.	Ditto ..	200 to 250		Yellowish White ..	68	
Morbhanj ..	Ditto ..	10 to 20		Ditto and White ..	70	The cakes are thick and quality much liked.
Nepaul ..	Mid March to mid August..	300 to 400		Yellow ..	70	
Patna ..	Mid March to mid June ..	200 to 250		Ditto ..	70	
Rangoon ..						Wax was formerly imported from this City, but it goes there now from Calcutta.
Titalyah ..	Mid March to mid July ..	100 to 125		Ditto ..	70	
Umritsur ..	Uncertain ..	100		Ditto ..	66 to 67	
		3420to3665	650 to 800			

*The Bazar maund is equal to 82$\frac{2}{7}$ lbs. Avoirdupois.

Prices.—The impetus of extreme prices, which have prevailed of late years for this article owing to a heavy export demand, has stimulated its collection. A statement

exhibiting the comparative prices of several years follow :—

Prices of Bees-wax ruling in the months and years noted below :—

1867	January	Rs.	52 to 56	July	Rs.	60 to 63.
1868	do.	„	75 „ 80	do.	„	70
1869	do.	„	70 „ 73	do.	„	45 „ 50.
1870	do.	„	50 „ 55	do.	„	54 „ 60.
1871	do.	„	58 „ 60	do.	„	60 „ 65.
1872	do.	„	67 „ 70			

Local Consumption.—The local consumption of Bees-wax in Bengal is chiefly due to the manufacture of wax cloth and candles which latter are largely burned at Hindoo festivals. The ornamentation of the numerous Hindoo idols consume no inconsiderable quantity, as also the neat toys representing trees, foliage, fruit, birds and other objects of nature, which are exposed for sale at the principal Hindoo and Mahomedan festivals and galas.

Export.—The principal destination of wax exported from Calcutta is the Island of Java where it goes either direct or viâ Singapore. At Samarang and Souraboya there are numberless manufactories where Bees-wax is employed in printing the national article of dress termed "Sarangs". Wooden stamps are dipped into a mixture of wax and paint and variegated impressions made with them on cotton cloths. Bees-wax is exported to China from here as well as Singapore and is wrought into candles which are burned before the idols of the Chinese; it is also used for the preservation of a certain kind of medicine by encasing it with wax.

Annual exports of Bees-wax are shewn in the accompanying table :—

	Singapore.	China.	France.	Great Britain.	Mauritius.	Batavia,	Rangoon.	Penang.	Trieste.	Java.	Total.	
	Cwt. Q. lb.	Cwt. Q. lb.	Cwt. Q. lb.	Cwt Q. lb.	Cwt. Q. lb.	Cwt. Q. lb.	Cwt. Q. lb.	Cwt. Q. lb.	Cwt. Q. lb.	Cwt Q lb.	Cwt. Q. lb.	
1865	824 1 22	35 0 11	186 0 0	267 1 10	94 1 25	259 3 7	0 0 0	0 0 0	0 0 0	0 0 0	1,667 0 19	
1866	1,382 2 1	158 0 5	278 3 16	443 2 17	27 2 15	481 3 25	147 0 0	0 0 0	0 0 0	0 0 0	2,919 2 23	
1867	1,044 0 4	413 0 0	0 0 0	0 0 0	0 0 0	2,579 0 21	0 0 0	7 0 0	0 0 0	0 0 0	4,043 0 25	
1868	914 0 0	1,020 0 0	0 0 0	0 0 0	0 0 0	1,305 0 0	0 0 0	6 0 0	0 0 0	0 0 0	3,245 0 0	
1869	361 0 0	576 0 0	0 0 0	104 0 0	0 0 0	302 0 0	122 0 0	48 0 0	0 0 0	0 0 0	1,453 0 0	
1870	424 0 0	765 2 26	233 0 0	333 0 0	0 0 0	180 0 0	16 0 0	0 0 0	38 0 0	196 0 0	2,185 2 26	
1871	1,960 2 20	351 3 25	0 0 0	317 0 23	0 0 0	236 3 2	0 0 0	9 2 24	0 0 0	216 0 26	3,326 2 8	
1872	1,249 2 27	2 3 21	0 0 0	0 0 0	0 0 0	19 3 5	0 0 0	0 0 0	0 0 0	102 2 19	1,374 3 16	From January to May 1872.
	8,160 1 18	3,322 3 4	697 3 16	1,465 0 22	122 0 12	5,364 2 4	285 0 0	70 2 24	38 0 0	514 3 17	20,215 1 5	

Samples.—The (7) seven samples of the various descriptions of Bees-wax, which accompany this note, are classified under 3 heads, the Dasee (Zemindaree) and Assam being separately classed and numbered 1 and 2 respectively, and all the remaining samples grouped together as representing the qualities produced generally in all the remaining sources of supply.

Vegetable Wax.—No vegetable wax is known here as an article of trade but some of it is said to be imported from Cuttack.

Andaman wild-plantain fibre.

From Government of India, Department of Agriculture, Revenue and Commerce to Chamber of Commerce.

Simla, 9th September 1872.

I am directed to forward herewith 3 cwts. of the Andaman wild-plantain fibre, and to request that you will be good enough to move the Chamber to favor the Government of India with an opinion on its marketable value.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 22nd January 1873.

In reply to your letter No. 236 of the 9th September I beg to inform you that the Andaman wild-plantain fibre

is reported to be "weak and harsh and suitable only for paper-making or any coarse purposes; demand for it would be uncertain, so it is hardly possible to fix a "marketable value," but probably at about 2 Rupees per bazar maund it would find a sale in the present market.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 25th January 1873.

In continuation of my letter of the 22nd instant, I have to inform you that in order to test the value of the Andaman plantain fibre as a material for the manufacture of paper—for which purpose alone it appears to be at all suited, —I have sent the entire quantity received from you to the Bally Paper mills, the Managers having undertaken to convert the fibre and to report the result of the experiment.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 7th February 1873.

In continuation of my letter dated the 25th of last month, I beg to hand you a specimen of paper made from the plantain fibre, and the following remarks by the Managers of the Borneo Mills.

"Referring to the sample of Andaman isle grown fibre, sent to us by you to experiment upon as a paper-making fibre, we beg to inform you that we have so done, and enclose a sample of paper made from it with a slight admixture of *Sunn*-hemp. We consider that the stuff is good,

when mixed with a stronger fibre. We consider that it will be worth to us about £8 per ton delivered in Calcutta, and are prepared to take 50 tons a month at that rate."

Andaman pine-apple fibre.

From Superintendent, Port Blair and Nicobars, to Chamber of Commerce.

I have the honor to advise despatch by this opportunity of 1 lb 3 oz. of Pine-apple fibre in a parcel to your address.

2. The cost of manufacture per lb. is a little over 2 Rs. which may however be reduced if the manufacture of the fibre is undertaken to any large extent.

3. I shall be glad to learn the market value of this fibre.

From Chamber of Commerce, to Superintendent of Port Blair and Nicobars.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 567 of the 10th instant, and to thank you for the opportunity of examining the sample of pine-apple fibre which you have been good enough to place at their disposal.

Before the Committee can answer your inquiry however as to the value the fibre would realise in this market, it would be convenient to learn the cost of the article if it were prepared on a scale sufficiently large to admit of a reasonable quantity being sent here with the view of its being fairly tested in the produce market, the cost of pre-

paring a small experimental sample being obviously no adequate guide.

In the meantime the Committee will exhibit the sample you have sent and endeavour to gather information regarding its adaptability to the manufacture of textile fabrics and the value it is likely to command in the London market and its fair equivalent in Calcutta.

From Superintendent, Port Blair and Nicobars, to Chamber of Commerce.

I have the honor to acknowledge the receipt of your letter dated the 28th June last, and to inform you that I hope, during next dry season, to be able to manufacture a considerable quantity of the pine-apple fibre, when I shall not fail to send a further supply to the Chamber of Commerce with full details of cost and the quantity which the Settlement would be likely to produce.

From Chamber of Commerce to Superintendent of Port Blair and Nicobars.

The Committee of the Chamber of Commerce have been favored with your letter No. 930 of 11th instant on the subject of Pine-apple fibre, and they desire me to inform you that a firm here is willing to ship a ton of that article in order to ascertain its real market price provided they can get it at 2 shillings per lb. less shipping expenses.

The Committee are aware that the offer is about half of the rate mentioned in your letter of 10th June, but it may be in your power to prepare a large quantity at the reduced figure.

From Superintendent of Port Blair to Chamber of Commerce.

Referring to your letter of the 30th ultimo, I have the honor to inform you that owing to the urgent wants of the Settlement for labour on reclamation and cultivation projects, it is not in my power at present to do more in the matter of manufactures and preparation of fibres than is necessary to prove the exact value of the articles which these islands may ultimately be in a position to produce in considerable quantities.

When sufficient land has been cleared to provide the population with food, a considerable proportion of our convicts might no doubt then be profitably employed in the manufacture of fibres, oils and other articles of commerce, meanwhile I am quite unable to devote much labour to such purposes, and must restrict my operations to the merest experiments.

Although I am unable for the reasons stated to promise so large a quantity as a ton of the pine-apple fibre I will send the Chamber a parcel during the coming dry season which may be sufficient to test its value in the markets of Europe.

Catechu from Oudh.

From Government of India, Department of Agriculture, Revenue and Commerce to Chamber of Commerce.

The Chief Commissioner of Oudh having reported that he has sent 10 lbs. of Catechu to the Chamber of Com-

merce, Calcutta, I am directed to request that the Government of India may be favored with an opinion as to its marketable value.

From Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

The reference by the Chief Commissioner of Oudh regarding a sample of Catechu forwarded to this office for report and valuation was answered on the 17th instant, and I beg to hand you a copy of that report in acknowledgment of your letter No. 640 of the 15th instant.

Chamber of Commerce to Chief Commissioner, Oudh.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1656 of 13th ultimo, and of the sample of Catechu therein advised, and to present the annexed report on that article for the information of the Chief Commissioner.

REPORT.

Your sample of Catechu must be treated as a drug for which there is a local trade, it is greatly used as one of the ingredients mixed with paun, and your sample by the dealers in the trade, is valued at about 8 Rupees, and had it been better refined would be worth 10 Rupees and upwards per maund, but your sample has not been well prepared, and contains much impurity.

As Cutch your sample is almost worthless, owing to some irregularity in its preparation, rendering it hard and dry instead of being in the condition of Rangoon quality

of a good dark chocolate color, and quite soft in consistency at this hot season of the year.

Fire-proof iron Safes.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 18th January 1873.

In April 1872 the Deputy Commissioner's cutcherry at Debrooghur was destroyed by fire. The Registrar of Luckimpore reported that all the registration records were destroyed ; even those that were deposited in a so-called fire-proof safe were completely reduced to ashes. The Inspector-General of Registration was asked to report on the destruction of these records, and to suggest a remedy to prevent like accidents in future.

2. In the correspondence that ensued on the subject it was asserted that no so-called fire-proof safe is really fire-proof, unless it is imbedded in masonry, and that, when exposed without protection to a sufficient heat, any iron chest becomes red-hot, and its contents destroyed. The safes are therefore useless for the purposes for which they are employed.

3. It is of the very greatest importance that safes used for depositing wills and other valuable documents for safe custody should be impervious to fire; and the Lieutenant-Governor would be obliged if the Chamber of Commerce would favor him with their opinion on the value of the safes in ordinary use, and on the best means of providing security for the safe deposit of valuable documents.

4. A description of the safe in question is appended.

The iron safe under reference is by C. H. Crane of Wolverhampton, and its measurements are as follow :—

Outside.			*Inside.*		
	Feet.	Inches.		Feet	Inches.
Length ...	2	½	Length ...	1	8¼
Width ...	1	5½	Width ...	1	1¼
Height ...	1	3¾	Depth ...	1	1¼

The weight is 3 maunds, or about 240lbs, and it has double plates on all sides ; there is a handle on the lid shooting three bolts, and a patent lock on the centre of the lid locking the bolts when shut.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 18th February 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 317 of the 18th of last month, on the subject of fire-proof iron safes.

They notice the special circumstances which have moved the Lieutenant-Governor to make inquiry as to the best means of providing security for the safe deposit of valuable documents, and the following remarks are submitted to enable His Honor to arrive at some conclusion in the matter.

As far as they can learn, the Committee believe that safes in ordinary use are by various manufacturers, and probably many have been purchased *as* fire-resisting ;

but unless they have been constructed by Chubb, Milner, Hobbs, or other first class firm, the Committee apprehend that the safes would be unequal to the practical test of sufficiency in the event of fire.

The reputation of the first named manufacturer stands so high that it is scarcely necessary to do more than refer to it. The Committee believe that the Bank of Bengal at Head Office and all its Branches, the Oriental Bank, the Agra, Delhi, and others have Chubb's safes only, and probably a majority of commercial firms have the same.

Next in order the Committee would place Milner, whose manufacture of iron safes is very extensive ; and the superiority of workmanship and the soundness of principle on which his fire-resisting safes are made, have been generally admitted.

The accompanying volume XIV of Exhibitors' prospectuses at the London Exhibition of 1851 contains information on the subject of preserving documents in fire-proof safes which may interest the Lieutenant-Governor, and the *Times* of 10th, last October, which I send herewith, has an account of experiments with Milner's fire-proof safes, which may induce His Honor to consider whether the singular success which attended the exceptional test to which they were put does not establish the point which he is anxious to arrive at.

If, however, His Honor is of opinion that the safes now in use should be utilised, the Committee would recommend that wherever it may be practicable a *well*

constructed vault should be built under the ground floor of a public office with a stout iron trap-door or entrance, sufficiently strong to resist crushing, which would be a complete safe-guard against the most destructive fire, and the commonest safes might thus be used for the deposit of Government records.

The return of the paper and book is requested when no longer required.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 22nd February 1873.

I am directed to acknowledge the receipt of your letter of the 18th February 1873, and to request that you will be so good as to convey to the Chamber the thanks of the Lieutenant-Governor for the information regarding fire-proof safes contained therein.

2. The book and the *Times* newspaper enclosed in your letter are herewith returned.

Accounts relating to Pilotage and Port Approaches.

From the Offg. Master Attendant to the Chamber of Commerce.

Calcutta, 16th November 1872.

In continuation of this office letter No. 6724 of the 13th instant, I have the honor to annex the Statements as per margin.

1. Statement shewing details of Dock Yard charges against Pilotage.
2. Ditto ditto against Approaches to the Port.

2. The other items mentioned in your letter represents the cost of establishments maintained on account of the Port Approaches, detail of which establishments will be found in the accompanying extract from the Budget Estimates for 1871-72.

Statement of Dock Yard charges on account of the Approaches to the Port for the year 1871-72.

Names of Vessels, &c.	Naval Supplies.	Repairs, &c., executed in		Total.
		Builder and Surveyor's Department.	Steam Factory.	
Steamer Agitator	17,885	1,601	1,918	21,404
F. L. V. Comet	6,841	12,640	335	19,816
Do. Mermaid	9,657	920	105	10,682
Do. Meteor	12,249	1,397	202	13,848
Do. Planet	11,558	1,317	113	12,988
R. S. V. Fame	2,181	2,988	184	5,353
River Survey Department ...	170	1,533	...	1,703
R. S. V. Megna	9,184	7,099	188	16,471
R. S. V. Marie	2,590	2,259	58	4,907
B. V. Grappler	8,210	15,767	333	24,310
A. V. Vulcan	3,084	2,396	35	5,515
Row Boats	8,237	2,538	...	10,775
Boat Leadsman attached to Fame	492	260	...	752
Channel Buoy Department ...	6,687	3,633	1,575	11,895
Cowcolly Light House	870	...	21	891
Saugor Light House	2,339	80	127	2,546
Hooghly Point Station and Boat	118	...	...	118
Kedgeree Port	20	...	...	20
Diamond Harbour Moorings ...	...	...	72	72
Master Attendant's Pansway ...	...	129	...	129
Total ...	1,02,372	56,557	5,266	1,64,195

Statement of Dock Yard charges on account of the Pilotage for the year 1871-72.

Names of Vessels, &c.	Naval Supplies.	Repairs, &c., executed in		Total.
		Builder and Surveyor's Department.	Steam Factory.	
Steamer Celerity	16,572	7,077	5,435	29,084
Steamer Undaunted	22,433	3,488	3,311	29,232
Pilot Vessel Cassandra... ...	9,263	5,771	289	15,323
Do. Chinsurah... ...	2,394	390	14	2,798
Do. Coleroom	7,378	1,564	75	9,017
Do. Foam	11,183	6,706	602	18,491
Do. Guide	10,045	2,563	53	12,661
Do. Kedgeree... ...	8,995	4,562	381	13,938
Total Rs. ...	88,263	32,121	10,160	1,30,544

FORT WILLIAM;
MASTER ATTENDANT'S OFFICE,
Calcutta, the 16th November 1872.

S. G. BOON,
Offg. Master Attendant.

Extract from the Budget Estimates for 1871-72.

Floating Light Vessels.	1870-71.	1871-72.
Four Commanders @ Rs. 300 ...	14,400	14,400
Mess-Money for ditto „ 100 ...	4,800	4,800
Four Chief-Mates „ 150 ...	7,200	7,200
Four Second ditto „ 100 ...	4,800	4,800
Four Crews „ 500 ...	24,000	24,000
Bullock Money „ 12 ...	576	576
Shipping Fees ...	650	650
Contingent Bills ...	600	600
Half Extra Crew rationed for fitting out	3,486	3,486
	60,512	60,512

Extract from the Budget Estimates for 1871-72,—*continued.*

LIGHT HOUSES.		1870-71.	1871-72.
Saugor Island.			
Superintendent	...	1,200	1,200
Assistant	...	720	720
Native Establishment	...	2,604	2,604
Half Telegraph Boat	...	1,152	1,152
Contingent Bills	...	50	50
		5,726	5,726
Cowcolly.			
Superintendent	...	720	720
Native Establishments' pay	...	192	192
Ditto ditto provision money	...	63	63
		6,701	6,701
SURVEYING VESSEL.			
"*Fame*" *for Surveyor.*			
Commander the River Surveyor	...	7,800	7,800
Mess-Money for three officers	...	1,680	1,680
Chief Officer	...	2,400	2,400
Second ditto	...	1,500	1,500
Third ditto	...	900	900
Clerk	...	720	720
Crew at Rs. 519 per month	...	6,228	6,228
Bullock Money at Rs. 8 per month	...	96	96
Contingent Bills	...	250	250
		21,574	21,574
ASSISTANT SURVEYING VESSEL.			
"*Marie*" *for Assistant Surveyor.*			
Commander the Assistant River Surveyor	...	3,600	3,600
Mess-Money @ Rs. 60	...	720	720
Chief Officer „ 150	...	1,800	1,800
Crew „ 343	...	4,236	4,236
Bullock Money „ 8	...	96	96
		10,452	10,452

Extract from the Budget Estimates for 1871-72,—*continued.*

	1870-71.	1871-72.
Row Boats No. 2 ...	1,416	1,416
„ 4 ...	1,272	1,272
„ 6 ...	1,020	1,020
„ 8 ...	1,416	1,416
„ 10 ...	1,200	1,200
„ 11 ...	1,416	1,416
"Leadsman"	960	960
Mud Point to carry Channel Order Book to Inward bound Vessels ...	1,032	1,032
	9,732	9,732
TIDAL SEMAPHORES.	1871-72.	1871-72.
Hooghly Point ...	480	480
Middle Point ...	240	240
Kedgeree ...	240	240
Moyapore ...	120	120
Provision-Money ...	158	158
Contingent Bills (Bamboos, &c.) ...	200	200
	1,438	1,438
BUOY VESSEL.		
Commander ...	4,800	4,800
Mess-Money ...	1,200	1,200
Chief Officer ...	2,100	2,100
Second ditto ...	1,200	1,200
Crew ...	7,044	7,044
Bullock Money for ditto ...	144	144
Contingent Bills ...	180	180
	16,668	16,668

Extract from the Budget Estimates for 1871-72,—*continued.*

	1871-72.	1871-72.
STEAM DREDGE "AGITATOR"		
Commander ...	4,800	4,800
Mess-Money ...	1,200	1,200
Chief Officer ...	2,100	2,100
Chief Engineer ...	3,000	3,000
Second ditto ...	2,000	2,000
Third ditto ...	1,500	1,500
Mess of Engineer ...	660	660
Steam-Money for ditto ...	1,950	1,950
Deck Crew ...	5,508	5,508
Stoker Crew ...	4,128	4,128
Contingent Bills ...	100	100
	26,946	26,946
BHOLEAHS TAKEN OVER FROM PORT FUND.		
Master-Attendant ...	960	960
Agent for Government Transports and Vessels ...	576	576
Builder and Surveyor ...	960	960
	2,496	2,496
TELEGRAMS.		
Payment for messages received daily from Hooghly Point and Atcheepore for information of Pilots	12,000	12,000

S. G. BOON,

Offg. Master Attendant.

FORT WILLIAM,
MASTER ATTENDANT'S OFFICE,
Calcutta, the 16*th November* 1872.

From Offg. Master Attendant to Chamber of Commerce.

Calcutta, 13th February 1873.

In continuation of this office letter No. 6785 of the 16th November last, I have the honor to forward herewith, for the information of the Chamber of Commerce, extract of a letter No. 904C, dated 11th instant, from the Accountant General of Bengal with the statement therein referred to, shewing the several items of expenditure on account of the Port Approaches in 1871-72, exclusive of Dock Yard charges.

Extract of a letter No. 904C, dated 11th February 1873, from the Accountant General, Bengal, to the Master Attendant, Calcutta.

* * * * *

"It has been found necessary to make some slight "alterations in the amounts shewn under the different "heads in the present statement as compared with the "figures formerly rendered, but the total of the expendi-"ture is not affected thereby."

* * * * *

Details of Expenditure on account of Approaches to the Port of Calcutta in 1871-72.

Nature of Charge.	Amount.	Total.
River Survey and Buoyage.		
"Agitator" ...	20,697 2 6	
"Grappler" ...	17,011 4 2	
"Marie" ...	10,917 10 9	
"Fame" ...	16,401 10 5	
"Megna" ...	5,295 7 7	
"Dolphin" ...	1,404 6 8	
"Guide" ...	852 2 8	
Row Boats ...	4,751 0 0	
		77,330 12 9
Floating Light Vessels.		
Planet ...	13,329 7 11	
Meteor ...	14,042 7 9	
Mermaid ...	13,379 2 10	
Comet ...	14,049 9 11	
7th Crew ...	3,485 4 0	
		58,286 0 5
Anchor Vessel.		
"Vulcan" ...		4,162 15 0
Light Houses.		
Light House at Saugor..	5,712 6 0	
Ditto at Cowcolly ...	975 0 0	
		6,687 6 0
Telegrams.		
Telegraph Office at Calcutta ...		9,573 1 0
Miscellaneous.		
Tidal Semaphores ...	1,301 6 0	
Row Boats ...	1,763 0 0	
Bolio and Pansways ...	2,376 0 0	
		5,440 6 0
	Total ...	1,61,480 9 2

Account of Receipts and Charges on account of Pilotage and Port Approaches (Calcutta) during the year 1871-72.

RECEIPTS.	Amount.	Total.
PILOTAGE.		
Pilotage Receipts	7,79,576 13 0	
Leadmoney for Volunteers	10,892 10 0	
Deductions for mess-money	23,442 0 0	
Dockyard credits for stores returned and sold	5,570 0 0	
Value of services of the "Guide" employed with the Looshai Expedition from September 1871 to March 1872, February excluded, at Rs. 10 per ton on 315 tons	15,750 0 0	
Do. do. "Celerity" employed with ditto for 53 days, at Rs. 500 per diem	26,500 0 0	
Ditto ditto "Undaunted" Ditto ditto for 5½ months, at Rs. 500 per diem	82,500 0 0	
		9,44,031 7 0
PORT APPROACHES.		
Port Dues	2,24,969 13 0	
Salvage, &c	1,371 0 0	
Dockyard credits for stores, &c., returned and sold	23,901 0 0	
Value of services of the "Megna" employed with the Looshai Expedition from October 1871 to March 1872, being 6 months, at Rs. 10 per ton on 200 tons	12,000 0 0	
Value of ditto of the Steamer "Agitator," employed on Imperial duty, *i. e.*, in attendance on Her Majesty's Steamer "Glasgow" in January and February 1872, at Rs. 500 per diem	30,000 0 0	
		2,92,241 13 0
Total Rs. ..		12,36,273 4 0

CHARGES.	Amount.	Total.
PILOTAGE		
Branch Master and Mate Pilot's allowances	41,769 14 11	
Volunteers and Leadsmen's allowances	22,360 12 0	
Pilotage allowance Free list	3,56,929 13 4	
Ditto Licensed list	1,20,486 11 4	
Pilot vessels including the Steamers "Celerity" and "Undaunted"	91,073 7 10	
Mess Passage and Miscellaneous ..	25,930 1 2	
Salary of Surgeon at Sandheads ..	4,032 0 0	
Marine Surgeon's Establishment at the Presidency	310 0 0	
Marine Court	3,387 8 0	
Harbour Master's Fees and Mooring charges	12,095 0 0	
4th Master Attendant's Establishment	18,054 1 8	
Dockyard charges	1,30,544 0 0	
		8,26,273 5 3
PORT APPROACHES.		
Harbour Master's Fees	2,620 8 0	
Hire of Moorings	5,485 0 0	
River Survey and Buoyage	78,728 5 9	
Floating Light Vessels	58,200 3 5	
Anchor Vessel	4,012 15 0	
Light Houses	6,687 6 0	
Telegrams	8,348 3 0	
Miscellaneous	5,503 8 0	
4th Master Attendant's Establishment	18,054 1 8	
Dockyard charges	1,04,195 0 0	
		3,52,035 2 10
		11,78,308 8 1
Surplus ..	.. ..	57,964 11 11
Total Rs. ..	.. ..	12,36,273 4 0

SUMMARY.

Pilotage Receipts	Rs. 9,44,031 7 0	
,, Charges	,, 8,26,273 5 3	
Surplus ..		1,17,758 1 9
Port Approaches Receipts ..	,, 2,92,241 13 0	
Ditto ditto Charges	,, 3,52,035 2 10	
Deficit ..		59,793 5 10
Surplus on the Total Account..		57,964 11 11

(Sd.) S. G. BOON,

Offg. Master Attendant.

Statement shewing the Receipts and Charges on account of Pilotage for the Port of Calcutta for 1871-72.

RECEIPTS.			
Pilotage Receipts	7,79,376 13 0		
Lead-money for Volunteers...	10,892 10 0		
		7,90,269 7 0	
CHARGES.			
Branch, Master and Mate Pilot allowances	41,769 14 11		
Volunteer and Leadsmen allowances	22,360 12 0		
Pilotage allowance—Free List	3,56,929 12 4		
Pilotage allowance—Licensed List	1,20,486 11 4		
Pilot Vessels, including the Steamers "Celerity" and "Undaunted"	91,073 7 10		
Mess, Passage and Miscellaneous	25,230 1 2		
Salary of Surgeon at Sandheads	4,032 0 0		
Dock Yard Charges	1,47,652 0 0		
Harbour Master's Fees and Mooring Charges	12,095 0 0		
		8,21,629 11 7	
ABSTRACT.			
Receipts		7,90,269 7 0	
Charges		8,21,629 11 7	
Deficit		31,360 4 7	

Statement shewing the Receipts and Charges of the Approaches to the Port of Calcutta for the year 1871-72.

RECEIPTS.			
Port Dues			2,24,969 13 0
CHARGES.			
Harbour Master's Fees ...	2,620 8 0		
Hire of Moorings	5 685 0 0		
River Survey and Buoyage...	78,728 5 9		
Floating Light Vessels ...	58,200 3 5		
Anchor Vessels	4,012 15 0		
Light Houses (False Point Light House not included)	6,687 6 0		
Telegrams	8,348 3 0		
Miscellaneous	5,503 8 0		
Dock Yard Charges... ...	1,55,342 0 0		
			3,25,128 1 2
ABSTRACT.			
Receipts			2,24,969 13 0
Charges			3,25,128 1 2
Deficit			1,00,158 4 2

GRAND ABSTRACT.

Receipts	10,15,239 4 0
Charges	11,46,757 12 9
Deficit	1,31,518 8 9

New Members.

Messrs. Macneill and Co., Messrs. Cohn Brothers and Co., Messrs. David Sassoon and Co., Messrs. Kerr, Tarruck and Co., Messrs. J. Mackillican and Co., and Messrs. Steel, McIntosh and Co. have been admitted as Members of the Chamber, subject to the usual confirmation.

Members retired.

Messrs. Shand, Fairlie and Co., Messrs. Anstruther and Co., Messrs. Samuel Smith Sons and Co., Messrs. Schilizzi and Co., Messrs. Durrschmidt Grob and Co., Messrs. Henderson and Co., and Messrs. Rose and Co., have ceased to be Members.

Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 2,181-6-1, exclusive of Rs. 12,000 in 4 per cent. Government Securities.

J. C. MURRAY,
President.

APPENDIX.

FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce from 1st November 1872 to 30th April 1873.

To Office Rent			Rs.	900	0	0	By Balance of 31st October 1872 :—		
„ Establishment			...	7,521	13	6	Cash in Bank of Bengal	Rs. 780 5 0	
„ Charges General			...	4,791	3	11	„ in hand ...	1,882 6 6	
				13,213	1	5		2,662 11 6	
To Balance :—							Government Paper ...	12,000 0 0	
Cash in Bank of Bengal...	780	5	0						14,662 11 6
„ in hand ...	1,401	1	1				By Subscriptions ...	8,704 0 0	
	2,181	6	1				„ Receipts from Price Current	3,770 6 0	
Government Paper ...	12,000	0	0				„ Interest for 6 months on 4 per cent. Govt. Paper for Rs. 12,000 ...	237 10 0	
				14,181	6	1	„ Sundries	19 12 0	
									12,731 12 0
			Rupees	27,394	7	6			Rupees 27,394 7 6

CALCUTTA,
30th April 1873.

E. E.

H. W. I. WOOD,
Secretary.

Statement shewing Bank of England Returns, Price of Consols, Bank Discount, Shipments of Gold and Silver from Europe to the East, Price of Silver in London and amount drawn on Indian Treasuries, and Exchange London on Calcutta in the year 1872.

BANK OF ENGLAND RETURNS.

Date.	Liabilities. Circulation including Post bills.	Liabilities. Deposits.	Assets. Securities.	Assets. Coin and Bullion.	Consols.
1872.	£	£	£	£	
2nd Jan.	26,104,829	32,392,464	36,393,708	25,291,761	92½ @ 92¾
10th „	25,813,333	29,846,529	34,072,449	24,801,910	92¾ „ 92⅞
17th „	25,687,256	29,451,799	33,556,844	24,925,044	92⅞ „ 92⅞
24th „	25,389,822	27,867,784	31,779,682	24,777,888	92⅞ „ 92⅞
31st „	25,491,314	28,951,338	33,166,453	24,630,636	92¾ „ 92⅞
7th Feb.	25,404,791	27,542,852	32,161,068	24,180,249	91½ „ 92
14th „	25,023,424	29,919,171	34,473,988	23,878,355	92⅛ „ 92⅜
21st „	24,873,327	29,888,068	34,393,256	23,799,417	92¾ „ 93
28th „	24,744,380	31,138,202	36,033,861	23,631,316	93⅜ „ 93⅝
6th March.	25,034,770	30,573,905	36,917,229	23,381,729	92⅞ „ 93
13th „	24,680,392	31,357,767	36,812,083	23,094,374	92⅞ „ 93
20th „	24,648,060	31,892,067	37,362,781	23,013,844	92⅞ „ 93
27th „	25,651,426	34,884,292	44,448,683	22,835,529	92⅞ „ 93
3rd April.	26,203,794	31,942,364	39,717,216	22,356,406	92 „ 92⅜
10th „	26,416,274	31,570,383	39,641,548	23,500,304	92⅜ „ 92⅝
17th „	26,229,663	30,099,845	37,856,387	21,628,513	92⅜ „ 92⅝
24th „	25,866,795	29,807,382	36,274,967	21,750,297	92⅜ „ 92⅝
1st May.	26,208,250	29,193,022	37,109,047	21,555,450	— — —
8th „	26,225,909	29,674,194	36,285,892	20,798,932	92⅜ „ 92⅝
15th „	26,118,068	28,659,320	37,260,120	20,609,321	92⅜ „ 92⅝
22nd „	25,825,917	27,508,959	35,789,785	20,791,535	92⅛ „ 92⅜
29th „	25,246,764	28,276,734	35,302,699	21,281,811	„ 92⅛
5th June.	25,716,954	28,891,207	35,350,122	22,319,913	92⅜ ex-div.
12th „	25,195,174	28,340,314	33,983,975	22,827,520	92⅝ „ June 12th
19th „	25,316,375	28,727,925	33,621,013	23,886,603	92⅝ „ 93
26th „	25,576,497	31,036,212	35,221,458	24,552,319	92⅝ „ 92⅞
3rd July.	26,854,095	31,070,716	37,090,281	24,063,094	92½ „ 92¾
10th „	26,696,768	30,903,662	32,555,104	23,543,981	92½ „ 92¾
17th „	26,612,642	27,329,477	34,612,733	22,663,433	92½ „ 92¾
24th „	26,561,179	28,502,395	35,393,954	23,137,308	92½ „ 92¾
31st „	26,757,091	32,840,632	40,227,304	22,826,066	92½ „ 92¾
7th Aug.	27,013,219	31,109,964	38,424,338	23,183,422	92½ „ 92¾
14th „	26,717,607	28,348,610	35,441,108	23,120,581	92½ „ 92¾
21st „	26,452,964	27,037,226	33,853,843	23,113,316	92½ „ 92¾
28th „	26,184,308	26,974,008	33,519,913	23,119,281	92½ „ 92¾
4th Sept.	26,302,190	27,320,505	34,734,405	23,143,260	92½ „ 92¾
11th „	26,520,760	28,925,518	36,564,433	22,665,578	92½ „ 92¾
18th „	26,243,403	28,882,088	36,795,078	22,137,212	92 „ 92¼
25th „	26,123,568	29,469,871	37,700,692	21,712,769	92 „ 92¼
2nd Oct.	27,589,360	27,846,418	38,091,424	21,154,452	92 „ 92¼
9th „	27,727,216	26,328,825	36,191,774	20,383,704	92½ „ 92¾
16th „	26,963,007	24,975,968	33,033,817	19,900,636	92½ „ 92¾
23rd „	26,464,560	23,558,455	35,574,788	19,609,051	91¾ „ 92
30th „	26,409,906	23,590,332	35,134,837	20,013,823	91¾ „ 92
6th Nov.	26,294,905	24,983,982	34,967,440	19,878,810	91½ „ 91¾
13th „	25,956,614	27,454,165	36,859,583	19,741,801	91¾ „ 92
20th „	25,878,826	26,650,984	34,304,350	20,225,502	91¾ „ 92
27th „	24,991,352	27,722,036	33,803,109	23,078,442	92½ „ 92¾
4th Dec.	25,788,345	26,661,824	32,821,738	23,793,932	91¾ „ 91¾
11th „	24,803,402	27,444,471	32,180,594	23,243,900	91¾ „ 91¾
18th „	24,660,325	27,885,479	31,698,678	23,844,492	91¾ „ 91¾
24th „	25,398,114	27,490,383	32,414,369	23,666,857	91¾ „ 91¾

BANK DISCOUNT.

Rates and Dates of alteration.	P. Cts.
Jan. 3rd	3
April 3rd	3½
„ 10th	4
May 9th	5
„ 23rd	4
June 13th	3½
„ 19th	3
Sept. 18th	4
„ 25th	4½
Oct. 2nd	5
„ 9th	6
„ 27th	5
Dec. 11th	4

SHIPMENTS OF SPECIE FROM SOUTHAMPTON AND MEDITERRANEAN PORTS FROM 1st JANUARY TO 31st DECEMBER 1872.

Destination.	Gold.	Silver.	Total.	Rate.	Bar per oz.	Dollars per oz.	5 Francs per oz.
	£	£	£		d.	d.	d.
Aden	9,202	.....	9,202	4th January	60¼	59	58½
Alexandria	999,017	100	999,077	18th „	61 @ 61½	61	59½
Australia { Sydney	.....	34,900	34,900	8th Feb.	61½	61	59½
Australia { Melbourne	.....	9,525	9,525	22nd „	60½	61	59½
Batavia	1,240	.....	1,240	7th March	60¾	61½	59
Ceylon	88,617	20,000	78,617	21st „	60⅞	61¼	59
China { Foochow	.....	.....	.....	4th April	60⅞	62¼	59
China { Hong-Kong	70,332	1,403,943	1,474,175	18th „	60¼ @ 60⅝	62⅛	59
China { Shanghai	451	297,523	297,974	2nd May	60⅞	62⅜	59
Egypt, including Suez & Port Said	330,577	.....	330,577	16th „	60¼	62	59
Gibraltar	29,730	14,180	43,910	6th June	60⅛	62	59
India { Bombay	573,900	2,326,325	2,900,225	20th „	60⅛	62¼	59
India { Calcutta	45,028	738,632	783,660	4th July	60¼	62¼	59
India { Madras	110,321	13,946	124,267	18th „	60⅛	62¼	59
India { Pondicherry	6,507	2,376	8,883	8th August	60¼	62¼	59
Japan—Yokohama	20,000	122,850	150,850	22nd „	60¼	62¼	59
Malta	371,802	11,000	382,805	5th Sept.	60⅛	62¼	59
Mauritius	71,000	103,954	220,004	19th „	60⅛	62¼	59
Reunion	3,676	20,544	24,220	3rd Oct.	60¼ @ 60⅜	62¼	59
Saigon	20,260	31,250	51,510	17th „	60	62	59
Seychelles	4,070	7,200	11,770	7th Nov.	59½	61¼	59
Straits { Penang	.....	174,214	174,214	21st „	59¼	60¾	59
Straits { Singapore	18,000	1,128,342	1,143,342	5th Dec.	59¼ @59½	60	59
Total £	2,693,183	6,518,284	9,170,467	19th „	60¼	60	59

AMOUNT DRAWN BY THE SECRETARY OF STATE ON THE TREASURIES OF CALCUTTA, MADRAS AND BOMBAY.

Date.	Calcutta.	Madras.	Bombay.	Total.
1872.	£	£	£	£
3rd January	483,800	.....	14,200	500,000
17th „	336,300	13,800	150,000	500,000
7th February	345,000	5,000	150,000	500,000
21st „	415,000	.....	185,000	600,000
6th March	377,500	22,500	200,000	600,000
20th „	268,000	2,000	200,000	600,000
3rd April	361,500	38,500	200,000	600,000
17th „	392,400	7,600	200,000	600,000
1st May	.....	2,500	.....	2,500
15th „	528,900	13,200	58,000	600,000
5th June	395,100	4,900	200,000	600,000
19th „	483,200	16,700	90,000	600,000
3rd July	374,700	25,300	200,000	600,000
17th „	432,000	4,800	163,200	600,000
7th August	426,400	3,600	160,000	600,000
21st „	640,700	8,300	1,000	650,000
4th September	416,800	13,200	220,000	650,000
18th „	427,500	2,500	220,000	650,000
2nd October	422,600	7,400	220,000	650,000
16th „	631,900	8,100	10,000	650,000
6th November	565,200	9,700	75,000	650,000
20th „	512,800	25,200	102,000	650,000
4th December	426,600	3,400	220,000	650,000
18th „	415,700	14,300	220,000	650,000
Total £	10,321,600	272,500	3,456,400	13,902,500

EXCHANGE—LONDON ON CALCUTTA.

Government Bills. Minimum.	Government Bills. Selling rate.	Bank Bills at 60 days' sight.
s. d.	s. d. s. d.	s. d.
1 11	1 11¾ @ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾ „ 1 11¾	1 11¾ @1 11¾
„	1 11¾ „ 1 11¾	1 11¾
„	1 11¾	1 10¾ „ 1 10¾
1 10½	1 10¾ „ 1 10¾	1 10¼ „ 1 10⅜
1 10½	1 10¾ „ 1 10¾	1 10¾ „ 1 10¾
„	1 10¾ „ 1 10¾	1 10¾
„	1 10¾ „ 1 10¾	1 10¾
„	1 10¾ „ 1 10¾	1 10¾
„	1 10¾ „ 1 10¾	1 10¾ „

Statement exhibiting the Assets and Liabilities of the Bank of Bengal, Bank rates of interest and Gazette the value of Government Securities, the Exchange on London and China, and Statement of Import and Export of Bullion and Specie in the year 1873.

BANK OF BENGAL RETURNS.

LIABILITIES.

Date	Capital, Reserve & Undivided Profits	Deposits: Public	Deposits: Private	Post Bills
1873.				
22nd Jan.	3,40,34,000	9,80,34,891	3,85,93,779	9,05,000
30th "	3,40,81,000	3,34,96,420	3,41,69,471	8,90,000
6th Feb.	3,40,80,153	3,21,53,556	3,46,04,940	12,41,661
13th "	3,40,54,000	3,74,99,903	3,37,33,430	14,00,000
20th "	3,40,20,000	3,81,45,730	3,20,35,000	9,04,000
27th "	3,40,30,000	3,81,79,730	3,17,21,100	9,20,000
6th March.	3,44,40,000	3,53,48,000	3,19,34,642	11,10,000
13th "	3,44,80,000	3,30,00,000	3,18,43,000	10,00,000
19th "	3,40,34,730	3,60,94,770	3,00,41,400	9,71,000
26th "	3,40,74,000	3,77,30,730	3,10,77,000	12,10,070
2nd April.	3,40,71,000	3,97,97,774	3,30,21,401	9,00,000
9th "	3,40,30,000	3,53,20,000	3,40,00,070	9,00,000
16th "	3,40,00,000	3,53,97,874	3,04,09,000	9,00,000
23rd "	3,47,44,000	3,50,45,000	3,10,74,000	9,50,000
30th "	3,47,07,730	3,05,95,874	3,45,20,020	9,24,000
7th May.	3,47,20,000	4,00,34,000	3,07,80,000	7,84,000
14th "	3,48,73,000	3,73,70,000	3,00,70,000	9,70,000
21st "	3,48,81,000	4,07,70,000	3,05,40,000	6,87,000
28th "	3,49,00,000	3,90,94,000	3,00,81,000	10,12,730
4th June.	3,50,35,000	4,07,87,000	2,90,00,000	10,00,000
11th "	3,49,42,000	4,00,00,000	3,10,07,000	10,70,000
18th "	3,49,34,000	4,10,00,710	2,70,00,000	17,00,000
25th "	3,47,40,000	4,07,00,000	2,70,00,700	10,00,000
23rd July.	3,47,31,000	4,22,04,000	2,80,12,000	10,04,000
30th "	3,47,42,000	4,10,20,000	3,10,00,000	17,70,000
6th August.	3,48,30,000	3,97,01,000	3,20,00,000	10,00,000
13th "	3,48,00,000	3,80,00,000	3,00,00,000	8,40,000
20th "	3,47,84,000	3,70,00,000	3,00,00,000	7,00,000
27th "	3,47,70,000	3,70,42,000	2,77,07,000	9,00,000
3rd Sept.	3,47,00,000	3,60,07,000	3,03,01,000	9,10,000
10th "	3,47,00,000	3,50,00,000	3,00,13,000	3,81,000
17th "	3,47,00,000	3,50,00,000	2,70,07,000	3,00,000
24th "	3,47,07,000	3,52,43,000	2,97,01,000	9,00,000
30th "	3,48,00,000	3,60,00,000	3,00,00,000	4,00,000
	*	*	*	*
22nd Oct.	3,47,07,000	3,97,00,000	2,97,00,000	4,00,000
29th "	3,48,01,000	3,91,00,000	3,00,00,000	3,00,000
5th Nov.	3,48,00,000	3,90,71,000	3,00,00,000	1,00,000
12th "	3,47,90,000	3,71,07,000	3,00,00,000	3,00,000
19th "	3,48,20,000	3,94,00,000	3,00,00,000	3,00,000
26th "	3,48,00,000	3,97,01,000	3,00,00,000	7,00,000
3rd Dec.	3,48,00,000	3,91,00,000	3,00,00,000	7,00,000
10th "	3,48,00,000	3,90,00,000	3,00,00,000	6,00,000
17th "	3,48,00,000	3,71,07,000	3,00,00,000	9,00,000
23rd "	3,48,00,000	3,80,00,000	2,90,00,000	9,00,000
31st "	3,48,00,000	3,90,00,000	3,00,00,000	9,00,000

ASSETS.

Date	Government Securities	Other Securities	Bullion	Coin, Bullion, Govt. Currency Notes & Treasury Balances
1873.				
22nd Jan.	10,80,000	80,81,000	4,30,42,000	10,00,000
30th "	10,80,000	80,14,000	4,00,07,000	77,00,000
6th Feb.	10,80,000	78,77,000	4,00,00,000	17,00,000
13th "	14,00,000	80,77,000	4,00,00,000	17,07,000
20th "	9,00,000	80,07,000	4,00,07,000	11,00,000
27th "	9,20,000	80,00,000	4,00,00,000	11,00,000
6th March.	11,10,000	80,00,000	4,00,00,000	10,00,000
13th "	10,00,000	80,00,000	4,00,00,000	10,00,000
19th "	9,71,000	80,00,000	4,00,00,000	10,00,000
26th "	12,10,070	80,00,000	4,00,00,000	10,00,000
2nd April.	9,00,000	80,00,000	4,00,00,000	10,00,000
9th "	9,00,000	80,00,000	4,00,00,000	10,00,000
16th "	9,00,000	80,00,000	4,00,00,000	10,00,000
23rd "	9,50,000	80,00,000	4,00,00,000	10,00,000
30th "	9,24,000	80,00,000	4,00,00,000	10,00,000
7th May.	7,84,000	80,00,000	4,00,00,000	10,00,000
14th "	9,70,000	80,00,000	4,00,00,000	10,00,000
21st "	6,87,000	80,00,000	4,00,00,000	10,00,000
28th "	10,12,730	80,00,000	4,00,00,000	10,00,000
4th June.	10,00,000	80,00,000	4,00,00,000	10,00,000
11th "	10,70,000	80,00,000	4,00,00,000	10,00,000
18th "	17,00,000	80,00,000	4,00,00,000	10,00,000
25th "	10,00,000	80,00,000	4,00,00,000	10,00,000
23rd July.	10,04,000	80,00,000	4,00,00,000	10,00,000
30th "	17,70,000	80,00,000	4,00,00,000	10,00,000
6th August.	10,00,000	80,00,000	4,00,00,000	10,00,000
13th "	8,40,000	80,00,000	4,00,00,000	10,00,000
20th "	7,00,000	80,00,000	4,00,00,000	10,00,000
27th "	9,00,000	80,00,000	4,00,00,000	10,00,000
3rd Sept.	9,10,000	80,00,000	4,00,00,000	10,00,000
10th "	3,81,000	80,00,000	4,00,00,000	10,00,000
17th "	3,00,000	80,00,000	4,00,00,000	10,00,000
24th "	9,00,000	80,00,000	4,00,00,000	10,00,000
30th "	4,00,000	80,00,000	4,00,00,000	10,00,000
	*	*	*	*
22nd Oct.	4,00,000	80,00,000	4,00,00,000	10,00,000
29th "	3,00,000	80,00,000	4,00,00,000	10,00,000
5th Nov.	1,00,000	80,00,000	4,00,00,000	10,00,000
12th "	3,00,000	80,00,000	4,00,00,000	10,00,000
19th "	3,00,000	80,00,000	4,00,00,000	10,00,000
26th "	7,00,000	80,00,000	4,00,00,000	10,00,000
3rd Dec.	7,00,000	80,00,000	4,00,00,000	10,00,000
10th "	6,00,000	80,00,000	4,00,00,000	10,00,000
17th "	9,00,000	80,00,000	4,00,00,000	10,00,000
23rd "	9,00,000	80,00,000	4,00,00,000	10,00,000
31st "	9,00,000	80,00,000	4,00,00,000	10,00,000

* Bank of Bengal closed during the Durga Puja holidays.

BANK OF BENGAL RATES.

Date	Private Bills	Government Paper	Fixed Loans on Stock Papers	Deposits
1873. 1st Jan.	6½	6	6	5½
16th "	—	—	—	—
1st Feb.	—	—	—	—
13th "	—	—	—	—
20th "	—	—	—	—
14th March.	—	—	—	—
27th "	—	—	—	—
11th April	—	—	—	—
30th "	—	—	—	—
9th May	—	—	—	—
22nd "	7½	6½	6	5½
29th "	6½	5½	5	4½
12th June.	—	—	—	—
1st July	—	—	—	—
15th "	6	5	4½	4
18th "	4½	4½	4	3½
13th Aug.	—	—	—	—
28th "	—	—	—	—
8th Sept.	—	—	—	—
25th "	—	—	—	—
3rd Oct.	4½	4	3½	3
7th Nov.	—	—	—	—
21st "	—	—	—	—
5th Dec.	—	—	—	—
19th "	—	—	—	—

INDIAN GOVERNMENT SECURITIES.

Date	4 p/c rents	4½ per cents.	5 per cents.
1873. 4th Jan.	99	101½ @ 102	110½ @ 111
18th "	99½	101½	110½
1st Feb.	97½	100½	109½
15th "	99½ @ 99½	100½	110½ @ 109
28th "	99½ " 99½	101½ @ 101½	109½ " 109
14th March.	99½ " 99½	101½ " 101½	109½ " 109
27th "	99	101½	110
11th April	99½ " 99½	101½ " 102	110½ " 110
30th "	100½ " 100½	102½ " 102½	111½ " 111½
9th May	101 " 101½	102½ " 102½	111½ " 111½
22nd "	101½ " 101½	102½ " 102½	111½ " 111½
29th "	101½ " 101½	102½ " 102½	111½ " 111½
12th June.	101½ " 101½	102½ " 102½	111½ " 111½
17th "	101½ " 101½	102 " 102½	111½ " 111½
1st July	101½ " 101½	102½ " 102½	111½ " 111½
15th "	101½ " 101½	102 " 102½	111½ " 111½
18th "	101½ " 101½	102½ " 102½	111½ " 111½
13th Aug.	101½ " 101½	102½ " 102½	111½ " 111½
28th "	101½ " 101½	102½ " 102½	111½ " 111½
8th Sept.	101½ " 101½	102½ " 102½	111½ " 111½
25th "	101½ " 101½	102½ " 102½	111½ " 111½
3rd Oct.	101½ " 101½	102½ " 102½	111½ " 111½
7th Nov.	101½ " 101½	102½ " 102½	111½ " 111½
21st "	101½ " 101½	102½ " 102½	111½ " 111½
5th Dec.	101½ " 101½	102½ " 102½	111½ " 111½
19th "	101½ " 101½	102½ " 102½	111½ " 111½

EXCHANGE.

Date	Calcutta on London: Bank and 1st class trade Bills at 4 months' sight	Calcutta on London: Documentary Bills at 4 months' sight	Calcutta on China: at 30 days' sight, per 100 Dollars	Calcutta on China: at 30 days' sight, per 100 Taels
1873.	s. d. " s. d.	s. d. " s. d.	Rs. Rs.	Rs.
4th Jan.	2 0⅝	2 0⅝	217	300
18th "	2 0⅝ " 2 0⅝	2 0⅝	216½	297
1st Feb.	2 0⅝ " 2 0⅝	2 0⅝ " 2 0⅝ A	216	297
15th "	2 0⅝ " 2 0⅝	2 0⅝	217	297
28th "	2 0⅝ " 2 0⅝	2 0⅝ " 2 0⅝	217½ @ 218	297
14th March.	2 0⅝ " 2 0⅝	2 0⅝ " 2 0⅝	218	299
27th "	2 0⅝	2 0⅝	219	300
11th April	2 0⅝ " 2 0⅝	2 0⅝ " 2 0⅝	219	300
30th "	1 11½ " 1 11½	1 11½	220	300
9th May	1 11½ " 1 11½	1 11½	217	298
22nd "	1 11½ " 1 11½	1 11½	217½	298
29th "	1 11½ " 1 11½	1 11½	220	300
12th June.	1 11½ " 1 11½	1 11½ " 1 11½	220 " 221	302
17th "	1 11½ " 1 11½	1 11½	221	303
1st July	1 11½ " 1 11½	1 11½	220½	302
15th "	1 11½ " 1 11½	1 11½	220 " 220	300
18th "	1 11½ " 1 11½	1 11½ " 1 11½	217	300
13th Aug.	1 11½ " 1 11½	1 11½	220	300
28th "	1 11½ " 1 11½	1 11½	220	300
8th Sept.	1 11½ " 1 11½	1 11½ " 1 11½	217	298
25th "	1 11½ " 1 11½	1 11½	220	300
3rd Oct.	1 11½ " 1 11½	1 11½	220	300
7th Nov.	1 11½ " 1 11½	1 11½	221	303
21st "	1 11½ " 1 11½	1 11½	221	303
5th Dec.	1 11½ " 1 11½	1 11½	221	303
19th "	1 11½ " 1 11½	1 11½	222½	304

Statement of the Import and Export of Bullion and Specie, exclusive of Govt. operations, valued in rupees, from 1st January to 31st December 1873.

Ports through which Imported or Exported	Great Britain	France	China	Persian and Turkish Dependencies	Australian Colonies	Egypt and Mauritius	Manilla and Batavia	Arabia, Aden and Persia	Japan and Java	Bombay	Madras	Ceylon	Straits Settlements	Monthly Totals.
1873.														
January — Imports	87,76,000	11,07,000	.....	100	2,07,000	13,000	.....	.....	.....	2,000	.....	80,000	10,000	93,95,000
" — Exports	10,00,000	20,000	40,75,000	1,12,000	2,14,000	11,000	1,00,000	.....	.....	10,000	2,000	4,07,000	1,00,000	1,12,71,000
February — Imports	1,07,75,749	.....	6,24,000	40,000	3,20,000	12,000	1,00,000	.....	.....	100,000	.....	2,40,000	40,000	1,12,07,000
" — Exports	3,00,000	.....	2,02,507	10,000	3,75,000	13,000	2,00,000	5,000	.....	4,000	2,000	2,04,000	14,000	13,45,007
March — Imports	1,14,000	2,000	3,00,000	12,000	3,00,000	20,000	3,00,000	.....	.....	8,000	1,000	40,000	1,000	10,26,000
" — Exports	10,000	.....	1,00,000	10,000	3,00,000	10,000	1,00,000	2,00,000	.....	12,14,000	1,000	40,000	8,000	18,40,000
April — Imports	3,00,000	8,000	80,000	.....	3,00,000	20,000	.....	20,000	.....	1,000	600	2,07,000	.....	7,00,000
" — Exports	20,000	.....	1,00,000	.....	40,000	15,000	2,00,000	1,000	.....	2,000	2,000	1,00,000	500	7,00,000
May — Imports	4,000	.....	2,15,000	2,000	3,00,000	20,000	.....	30,000	.....	11,000	.....	.....	11,000	9,09,000
" — Exports	1,00,000	.....	40,000	.....	3,00,000	20,000	.....	.....	.....	11,000	.....	.....	11,000	5,00,000
June — Imports	10,000	.....	1,00,000	10,000	3,00,000	20,000	1,00,000	2,00,000	.....	15,14,000	1,000	40,000	8,000	28,40,000
" — Exports	5,000	8,000	80,000	.....	3,00,000	20,000	.....	20,000	.....	1,000	600	2,07,000	.....	7,00,000
July — Imports	20,000	.....	3,00,000	.....	40,000	15,000	3,00,000	.....	.....	2,000	.....	2,000	1,00,000	7,00,000
" — Exports	4,000	.....	2,15,000	2,000	3,00,000	20,000	.....	30,000	.....	11,000	.....	.....	11,000	9,09,000
August — Imports	1,00,000	.....	40,000	.....	3,00,000	20,000	.....	.....	.....	11,000	.....	.....	11,000	5,00,000
" — Exports	10,000	.....	1,00,000	10,000	3,00,000	10,000	1,00,000	2,00,000	.....	15,14,000	1,000	40,000	8,000	28,40,000
September — Imports	5,000	.....	2,15,000	2,000	3,00,000	20,000	.....	30,000	.....	11,000	.....	.....	11,000	9,09,000
" — Exports	1,00,000	.....	40,000	.....	3,00,000	20,000	.....	.....	.....	11,000	.....	.....	11,000	5,00,000
October — Imports	20,000	.....	3,00,000	.....	40,000	15,000	3,00,000	.....	.....	2,000	.....	2,000	1,00,000	7,00,000
" — Exports	4,000	.....	2,15,000	2,000	3,00,000	20,000	.....	30,000	.....	11,000	.....	.....	11,000	9,09,000
November — Imports	1,00,000	.....	40,000	.....	3,00,000	20,000	.....	.....	.....	11,000	.....	.....	11,000	5,00,000
" — Exports	10,000	.....	1,00,000	10,000	3,00,000	10,000	1,00,000	2,00,000	.....	15,14,000	1,000	40,000	8,000	28,40,000
December — Imports	5,000	.....	2,15,000	2,000	3,00,000	20,000	.....	30,000	.....	11,000	.....	.....	11,000	9,09,000
" — Exports	1,00,000	.....	40,000	.....	3,00,000	20,000	.....	.....	.....	11,000	.....	.....	11,000	5,00,000
Total — Imports	1,00,00,000	11,00,000	10,00,000	1,00,000	3,00,000	20,000	3,00,000	2,00,000	.....	15,14,000	1,000	40,000	8,000	28,40,000
" — Exports	10,00,000	20,000	40,75,000	1,12,000	2,14,000	11,000	1,00,000	.....	.....	10,000	2,000	4,07,000	1,00,000	1,12,71,000

EXPORTS.

To Great Britain 1,20; France 8,000; China 100; Penang and Singapore 1,00,000; Bengapore and Manilla 70,00,000; Abyssinia, Arracan and Pegu 80,00,000; Bombay 10,000; Ceylon 3,00,000; and to all other places 6,07,728. Total — 1,00,74,809

Statement of the Import and Export of Ship Tonnage of the Port of Calcutta from 1st January to 31st December 1872.

For the month of	IMPORT										EXPORT									
	British.		American.		French.		All other Foreign.		Monthly Total.		British.		American.		French.		All other Foreign.		Monthly Total.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
January	60	65,350	7	8,372	...	...	1	75	68	73,797	60	63,755	2	1,987	3	1,615	35	7,760	100	75,117
February	46	48,006	8	8,306	3	1,320	...	...	57	59,362	54	55,462	7	8,625	2	847	28	2,454	91	67,388
March	36	38,799	4	4,073	1	357	...	...	41	43,229	52	57,841	10	11,717	3	1,522	1	824	66	71,404
April	34	37,450	7	8,616	3	1,682	...	...	44	47,748	38	41,596	4	3,653	3	1,502	...	...	45	46,781
May	65	75,159	6	6,434	9	5,221	...	...	80	86,808	35	39,521	6	7,498	8	4,346	...	...	49	51,365
June	29	29,775	1	1,075	1	377	...	...	31	31,227	42	45,549	5	5,916	2	1,416	...	...	49	53,181
July	46	49,975	2	2,137	6	2,537	...	...	54	53,949	29	33,441	4	4,919	2	745	...	...	35	39,105
August	49	56,702	6	6,192	9	4,669	1	751	65	68,314	49	44,092	2	2,385	9	4,132	...	...	51	50,529
September	53	56,759	1	1,270	13	7,602	3	1,746	70	67,379	50	50,405	4	4,057	9	4,748	...	...	63	59,209
October	40	43,471	2	2,513	3	1,350	12	4,420	57	50,992	32	38,215	3	3,299	7	3,394	3	1,597	45	47,106
November	38	38,489	2	2,283	3	1,017	7	1,969	50	43,758	42	44,564	1	1,430	4	2,205	4	2,853	51	51,052
December	34	36,312	3	3,048	5	2,539	1	446	43	42,325	51	54,564	3	3,852	4	1,690	27	2,824	85	62,930
Total	530	5,75,441	49	54,949	56	29,670	25	9,409	660	6,68,868	525	5,68,735	51	59,338	56	28,780	98	18,312	730	6,75,165

Statement of the Import and Export of Steam Tonnage of the Port of Calcutta from 1st January to 31st December 1872.

For the month of	IMPORT.										EXPORT.									
	British.		American.		French.		All other Foreign.		Monthly Total.		British.		American.		French.		All other Foreign.		Monthly Total.	
	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.
January	23	21,225	...	...	1	939	...	...	24	22,177	29	29,881	...	...	2	1,769	...	...	31	31,650
February	25	26,790	...	...	1	939	2	2,053	29	29,782	23	25,752	...	...	1	939	1	1,190	25	27,881
March	22	22,318	...	...	1	939	...	...	23	23,257	26	26,463	...	...	1	939	1	563	28	27,964
April	31	31,976	...	...	1	939	...	...	32	32,915	31	32,399	...	...	1	939	...	...	32	33,337
May	21	18,700	...	...	2	1,878	2	1,496	25	22,065	26	25,303	...	...	1	939	...	...	27	26,242
June	29	28,631	...	...	1	939	...	...	30	29,570	21	23,256	...	...	1	939	1	563	23	24,158
July	27	26,904	...	...	1	939	...	...	28	27,843	23	25,004	...	...	1	939	1	627	25	26,630
August	23	23,268	...	...	1	939	...	...	23	24,207	19	19,421	...	...	2	1,878	...	...	21	21,299
September	35	33,702	...	...	...	...	...	...	35	33,702	25	25,796	...	...	1	939	...	...	26	26,735
October	22	22,130	...	...	1	939	...	...	23	23,178	23	24,381	...	...	1	939	...	...	24	25,320
November	30	30,248	...	...	1	939	1	943	32	32,130	32	33,457	...	...	1	939	...	...	33	34,396
December	25	24,030	...	...	1	939	...	...	26	25,519	29	31,807	...	...	1	907	1	943	31	33,747
Total	313	3,11,104	...	...	12	11,265	5	4,492	329	3,26,868	307	3,30,138	...	...	14	12,905	5	4,496	326	3,37,039

TONNAGE SCHEDULE for the PORT OF CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 12th February 1872, with effect from 1st September 1872.

☞ But on and after the 1st July 1873 the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, shall be taken at 50 cubic feet per ton instead of 5 bales per ton not exceeding 52 cubic feet. *(Resolution of the Chamber adopted 14th June 1872.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes ...	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robins	8	.....
,, boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies, (dry) in bags	8	.....
China Root, in bags	11	.....
,, boxes	.....	50
Chiretta	.....	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
,, boxes	.....	50
Coals	20	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Copras, or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales of 300lbs. each, 5 to the ton, not to exceed ...	.....	52
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth ...	.....	50
Gunjah	.....	50
Hemp, in bales of 300lbs. each, 5 to the ton, not to exceed ...	.....	52
Hides, Buffalo, or Cow, cured ...	14	.....
Hoofs, Horn Shavings and Tips ...	20	.....
Horns, Cow, Buffalo, or Deer ...	20	.....
India Rubber, in bags	16	.....
,, in cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute, in bales of 300lbs. each, 5 to the ton, not to exceed ..	.....	52
Jute Cuttings, Ditto ...	.....	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Mirabolams	16	.....
Molasses	2 puncheons or 4 hhds.	

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Mother o'Pearl, in bags	20	.....
,, chests	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
,, casks	4 hhds. per chest	
Opium	16	.....
Paddy	16	.....
Palmatine, in bags	20	.....
Peas	12	.....
Pepper, Long	14	.....
,, Black	.....	50
Planks and Deals	20	.....
Poppy Seed	10	.....
Putchuck	.....	50
Rags	10	.....
Raw Silk, in bales	20	.....
Rattans for dunnage	20	.....
Red Wood, ditto	.....	52
Rhea, in bales, per ton of 5 bales, not exceeding ...	20	.....
Rice	... ..	50
Rope, in coils	16	.....
,, Lines and Twines, in bundles ...	2 puncheons or 4 hhds.	
Rum, in casks	.....	52
Safflower, in bales, per ton of 5 bales, not exceeding ...	.....	50
Sago, in cases	20	.....
Sal-amoniac, in bags	20 gross.	
,, boxes	20	.....
Saltpetre	20	.....
Salt	20	.....
Sapan Wood for dunnage	.....	50
Sealing Wax, in cases	.....	50
Seed-lac, in cases	16	.....
,, bags	.....	50
Senna	20	.....
Shells, rough, in bags	.....	50
Shell-lac, in cases	16	.....
,, bags	.....	50
Silk Chussum	.....	50
,, Waste		

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Silk Piece Goods	.....	50
Skins	14	.. ...
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.. ...	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20	.....
Talc	20	.....
Tamarinds, in cases or casks.. ...	20	.....
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	16	.....
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight ; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term " dead weight" shall be understood to mean the following articles :—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

Secretary.

CALCUTTA,
14th June 1872.

SCHEDULE OF COMMISSION CHARGES,

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18*th June* 1861,—*with effect from* 1*st January* 1862.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1	per cent.
2.	On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery	2½	
3.	On purchasing ditto when funds are provided by the Agent	5	
4.	On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ...	5	,,
5.	On returns for Consignments if made in produce ...	2½	,,
6.	On returns of Consignments if in Bills, Bullion, or Treasure	1	,,
7.	On accepting Bills against Consignments ...	1	,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ...	2½	,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee.	half com.	
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent ...	2½	per cent.
11.	On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other Commission is derived	2½	,,

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... ... 2½ ,,
14. On the management of Estates for Executors or Administrators ... ... 2½ ,,
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ ,,
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ ,,
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 ,,
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings .. ... 5 ,,
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ ,,
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... ... 2½ ,,
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. 5 ,,

If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ ,,
If Treasure, Precious Stones, or Jewellery ... 1 ,,

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

First .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

Second.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Third.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

Fourth....That candidates for admission as mem

bers of the Chamber shall be proposed and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

Fifth.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

Sixth ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

Seventh... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

Eighth.... Annual elections of President, Vice-President, and members of the Committee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

Ninth... That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

Tenth... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

Eleventh. That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

Twelfth. That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

Thirteenth. That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

Fourteenth. That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Fifteenth. That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

Sixteenth. That any number of members present shall be held to constitute a General Meet-

ing, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

Seventeenth. That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

Eighteenth. That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

Nineteenth. That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

Twentieth. That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

Twenty-first. That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second. That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

Twenty-third. That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

Cones and Co., No. 19, Loll Bazar.

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